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UNITED STATES OF AMERICA.

SOLID FACTS.

CONSISTING OF

Useful Hints

AS TO

HOW TO SUCCEED IN BUSINESS.
POSTAL INFORMATION.

LOCATION IN NEW YORK CITY OF
FOREIGN, COASTWISE, RIVER AND
SOUND STEAMERS.

DEPOTS OF RAILWAYS AND STATIONS
OF ELEVATED ROADS.

LAW AND COMMERCIAL INFORMATION.

TABLES OF INTEREST AND PENALTIES.

STATE LAWS OF LIMITATION OF ACTION
—EXEMPTIONS FROM DEBT—FREE-
DOM FROM JURY DUTY.

REMARKS IN REGARD TO PURCHASE
OF HORSES.

CARE OF DOGS AND CANARIES.

COMMON FAULTS OF WRITING AND
SPEAKING.

HISTORICAL FACTS.

PREMIUM ON OLD COINS.

INVALUABLE MEDICAL IN-
FORMATION.

BESIDE A RELIABLE AND VERY FULL RECORD TO JAN. 1ST. 1885, OF THE

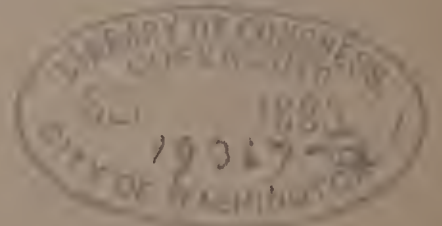
Fastest Time of Trotting and Running Horses, Pedestrians, Oarsmen, Bicyclists, and full accounts of all athletic and sporting feats, together with **WHAT CANNOT BE FOUND IN ANY OTHER BOOK OF WHATEVER NATURE.** The Population, Distance, Fare, Time, Express Cos., and Railways leaving N. Y. City to all important places in the U. S. This information has necessitated much labor and expense in its compilation, and its merits will be readily appreciated by a discriminating public. The Fares do not represent the cut rates but are as reliable as could be obtained from the various companies. The Population in most cases is that of 1880.

NEW YORK :

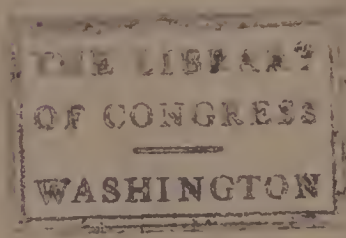
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1885.



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CONTENTS.

| | PAGE |
|--|------|
| Advice as to Conduct in a Store, | 36 |
| Advice on the Subject of Health, | 53 |
| Barbers' and Toilet Articles, | 35 |
| Bruises, Treatment of, | 57 |
| Canaries, Treatment of, | 34 |
| Camphor, Uses of, and Other Remedies, | 58 |
| Catarrh, | 57 |
| Combinations of Shades for Different Colors, | 36 |
| Common Faults in Writing and Speaking, " <i>Hill's Manual</i> ," | 38 |
| Consumptives, Healthiest Regions for, | 32 |
| Definitions of Commercial Terms, | 27 |
| Diarrhœa, | 57 |
| Digestion, Periods of, | 33 |
| Dogs, How to Teach, | 34 |
| Dogs, How to Treat when Poisoned, | 34 |
| Espérance en Dieu, | 58 |
| Fastest Passages of Ocean Steamers, | 49 |
| Fastest Time of River Steamboats, | 50 |
| Fastest Trotters, Time of, | 47 |
| First Passenger Railroad in America, | 7 |
| First American Steam Locomotive, | 8 |
| First Practical Steamboat Built, | 9 |
| First Passenger Railroad in America, | 7 |
| First Railway (steam) in the World, | 8 |
| First Steamboat in the World, | 8 |
| First Steamer to Cross the Atlantic, | 9 |
| First Telegraph Instrument, etc., | 9 |
| First Trip across the Atlantic, | 9 |
| First Trip of a Steam Passenger Train, | 8 |
| Felons, Treatment of, | 54 |

In addition to the Contents given above will be found an excellent sporting record on pp. 59-70; railway statistics, pp. 70-80.

| CONTENTS. | PAGE |
|---|------|
| Form of Agreement, Contracts and Acknowledgment, | 23 |
| Historical Facts Relating to the United States, | 44 |
| Horse, How to Buy a Perfect, | 52 |
| Horse, How to Feed a, | 52 |
| <i>How to Succeed</i> , Prof. H. G. Eastman, | 4 |
| Humbug, | 7 |
| Interest, Easy Method of Computing, | 29 |
| Interest, State Laws Relating to, | 30 |
| Juries, Who are Exempt from Serving, | 20 |
| Justices of the Peace, Limit of Jurisdiction, | 23 |
| Location in New York—Elevated Railroad Stations, | 19 |
| “ “ “ Ferries, | 18 |
| “ “ “ Piers of Coastwise and Ocean Steamers, | 17 |
| “ “ “ Piers of River and Sound Steamers, | 16 |
| “ “ “ Railroads leaving New York City, | 17 |
| Mechanics' Liens, | 32 |
| Medical Suggestions, | 56 |
| Mutilated Money, Redemption of, | 47 |
| Old Coins, Value of, | 42 |
| Pneumonia, | 58 |
| Poison—Antidote, | 54 |
| Postal Information, | 10 |
| Power of Attorney, Form of, | 21 |
| Principal Exports of Various Countries, | 44 |
| Promissory Notes, | 28 |
| Railway Note, | 50 |
| Remarks on Asiatic Cholera, Dr. Humphreys, | 55 |
| Rules for Reviving Persons Rescued from Water, | 51 |
| Salaries of United States Officers, Civil and Military, | 46 |
| Sunstroke, Treatment of, | 51 |
| Toe Nails, Injury, Treatment of, | 54 |
| Warts and Corns, Cure of, | 54 |
| What it Costs to Collect a Debt, | 21 |
| What is Exempt from Attachment in New York, New Jersey, and Connecticut, | 20 |
| Who cannot be Arrested, | 22 |
| Wills and Codicils, | 25 |

LATEST.

SINCE the first edition there has been added a Sporting Record from page 59 to 70; Railway Statistics, from page 70 to 80, and the following changes:

“Stonington Line,” foot of Spring Street, N. R.

“N. Y. & West Shore Railway,” from Jay and 42d streets, N. R. And as follows:

The Cunard Steamship “ETRURIA,” Captain Theodore Cook, from Queenstown, Sunday, August 16th, 1885, arrived at New York, Saturday, August 22d, at 3.35 P.M., making the passage in 6 days, 5 hours and 44 minutes.

This trip is worthy of special notice, as the distance which she travelled shows that the “ETRURIA” maintained the unexampled speed of $21\frac{1}{2}$ Miles per hour continuous steaming for the entire voyage.

The best single day’s run was made by the “ETRURIA” on her second voyage to the westward, on which occasion she steamed 481 nautical miles, which is equal to 557 statute miles, and required a speed of over 23 miles per hour to accomplish.

The French Steamer “Normandie,” General Transatlantic Line, made the passage from Havre to New York in 7 days, 23 hours, which time is wonderful; allowing for fog and difference in longitude.

Fastest 3 miles, double sculls, at Lake Pleasant, N. Y. Courtney and Conley, 17.49.

Fastest $\frac{1}{2}$ mile, trotting, Sept. 3, 1885, at Providence, R. I. Maud S., $1.03\frac{1}{2}$.

HOW TO SUCCEED.

You are the Architects of your own Fortunes. Rely upon your own strength of body and soul.

Good Health and a Clear Conscience are always essential to great and successful efforts. To be a spendthrift of either will prove certain failure.

Competition among men to-day in the race for position and wealth is so intense that you must be strong and pure in body and mind to be able to cope with or outstrip the leaders. Eat nutritious food and what you relish. Don't be stingy of sleep, it is a wonderful health protector. Keep the body warm at all times; avoid cold baths, cold or damp night air, cold draughts, cold feet, cold water. A sanitary diet kills an army of fools every year.

Don't Mistake Your Calling. To no other cause, perhaps, is failure so frequently to be traced as to a mistaken calling. Your game of life cannot be played by proxy. First find out in what direction in life your talents and inclination lead you, and, when you have found your mission, throw into it all the energy in your power.

You May Want Transplanting. It is generally advantageous to a young man, and is frequently the act that decides his future. If you are "Bill Smith" now, you remain "Bill" until the end of your days if you remain where you were first "billed."

Accept Work as the Object of Your Life. True happiness will come from having all you can do. Hard work will never kill you; worry may. Shun all trades-unions or societies that seek to curtail the hours of labor. They have been the ruin of our working classes. The "eight-hours-a-day policy" is a fraud, and means poverty. Cultivate a capacity for systematizing your work and putting it on other people; especially detail work. Keep an eye on little expenses—"Small leaks sink a great ship."

Start by Learning a Few Useful Studies Well. Don't

scatter your energies—a ton of bird-shot will not kill an elephant, but if concentrated into rifle-balls it will kill a thousand.

Let Your Star be Industry, Economy, and Honesty, and inscribe on your banner, “Luck is a fool, Pluck is a hero.” Don’t put any faith in luck. There never was any such thing in any man’s success. It is always pluck. Pluck to think, originate, plan, take risks, push, toil, and win. Luck waits for something to turn up. Pluck strikes out and turns up something. Don’t stop to deplore over what is called bad luck, but go at it again as a “robin goes for a worm.”

Don’t Take Much Advice: keep at the helm and steer your own ship in your own way. Better that you should get out of your course occasionally than not to steer for yourself. Don’t hesitate or veer like a weather-cock in your opinions and plans. Decide quickly, then act. Keep your own counsels, be the supreme head of your own business, and command your privates with the discipline that a general commands an army. Beware of employees and men who are too smart. Never take back a discharged servant.

Don’t Practice Too Much Humility. There are no short, timid, or hesitating steps in great affairs. You must go to the front as you go through a crowd—push hard and hold your ground. Think well of yourself; don’t feel or appear small and ignoble; strike out and assume your position; aspire to great and noble efforts—“it is harder to skin an ox than a mouse, but the hide pays.” Fire above the mark you intend to hit, and ever keep in view this truth, that the great difference between men, between the feeble and the powerful, the great and the insignificant, is energy, invincible determination, a purpose once fixed, then victory or death.

Don’t Complain of the World, take it always as you find it. Common-sense plays the game of life with the cards she has, and the poorer the hand the greater the skill and means she displays. Don’t fret, despair, or waste time in regrets over losses or rough usage—it is the jostlings and joltings of life that bring great men to the surface: drive a cart of potatoes over a rough road and the small ones will go to the bottom; turn a raft of logs down a mill-race and the large logs come on top.

If you Fail in Business, it need not be a serious matter unless you make it so by your weakness. To a plucky man, a failure is often like a fire in a great city—serious as it may seem at first, it generally proves a blessing in the end. That prosperity is safest which is mixed with a little adversity. Don’t depend upon an expensive place of business or a desirable location to give you

success. Better work up to them. A "Marble Palace" and Broadway is nothing. The "Man" is everything.

Rise above the Envious and Jealous. Ignore the slanders of your enemies, and treat a newspaper blackguard with silent contempt. "If you wrestle with a sweep, you will be smutty when the tussle is over." Always look upon the error of others with sorrow and not with anger, but never conciliate a wrong. Don't try to defeat a rival by slandering him or his business. Beat him by desperate but honorable competition.

Be in Earnest. Be Self-reliant. Be Generous. There are two sides to every balance, and favors thrown in one side are sure to be reciprocated in the other. Be civil; be a gentleman; it is a foolish man who does not understand that molasses will catch more flies than vinegar. **READ THE PAPERS;** they are the great practical educators of the people. Advertise your business; judicious advertising is one of the strongest levers to success.

Seize Opportunity by the Forelock. Not only "strike while the iron is hot," but make it hotter by striking. A great opportunity or chance to make money fast comes but once in a lifetime.

Don't Drink, Treat or be Treated. No man ever made an ounce of reputation or money by doing it, and enough has been lost to make a paradise of the United States, and pave its streets with gold.

Never Take a Mean Advantage in any transaction, and never be hard on people in your power. Don't be a "croaker;" it is a centemprable fault.

Avoid Litigation and Legal Counsel. Let it be an extreme case that drives you to it. Don't sue or be sued for any small sum or thing—better be cheated and humiliated to a considerable extent, than suffer the uncertainties and swindles of modern law.

Don't Marry a Romantic Woman, or a cheap one. One will shipwreck and the other humiliate you.

Take Interest in Public Affairs, and support and encourage improvements where you live, but don't dabble in politics to the detriment of your legitimate business. If you yearn to be a politician, make it your profession and study.

Don't Keep a Horse for Pleasure until you have a firmly-established, profitable business. A horse is a most extravagant luxury. Better build and run a ten-pin alley for your own exercise and amusement. It won't flood you with bills for carriages, sleighs,

harness, whips, robes, blankets, feed, shoeing, repairs, coachman, etc., etc., or take you from your business to drive at the very time when you should be attending to it. If you have any inclination for fast horses, make it your business or let them alone. You might as well undertake to mix water and oil, as fast horses with other business.

Be Cautious in Talking and Letter-writing. Let others talk—you listen. Write no letter than can ever be used to your disadvantage. Keep your business plans to yourself. Commodore Vanderbilt said: "One of the secrets of my success is, I never tell what I am going to do until I do it."

Make all the Money You Can. It is legitimate and wise. Solomon was a very wise man, and Samson a very strong one, but neither could live without money. Save all you can, do all the good with your means you can. The man who lives for himself alone, lives for the meanest man in town. Give home enterprises your preference in your investments, and don't put any money where you lose all oversight and control of it. Don't leave a dollar when you die, to lawyers and courts to administer on or relatives to quarrel or dispute over. Be your own executor.

Be an American, if you were born one, in acts, habits, dress, and talk. Don't put on foreign airs or be a snob. Stand up manfully for you Country, your State, your Town, and your Home, wherever you are, and obey the laws. Love Truth, Honor, and Virtue, and your fellow-man.

Humbug. It has been a too common thing to cry humbug at any thing that is new, or is presented to the public in an attractive, novel way. The people who cry humbug are generally of the weaker sort, and the first to fall into any trap open for green-horns. The persons troubled with this disease are usually distrustful of all mankind. They have very little worldly experience, are unpracticable, and ungenerous. If a man wants to get into trouble, he will find the shortest road to it by taking their advice. Fulton and his first steamboat, Stephenson and his locomotive, Morse and his telegraph, were the vilest of humbugs, according to the croakers and old fogies of that day. We have now come upon times most unhealthy for the croaker and his trade. "Time is too precious" and "life too short" to give them hearing.

The First Passenger Railroad Built in America was from Albany to Schenectady, N. Y., sixteen miles. It was chartered in 1826, commenced in 1830, and finished in 1831. It was a rudely-constructed affair, ran across the fields, up hill and down, and was the subject of ridicule by the people far and near. Horses

were used to draw the cars the first few months, and they ran at a very slow speed, with a few incredulous passengers. Finally locomotive engines were introduced, assisted by stationary engines, which were placed at the top of the hills, and the trains hauled up and let down by strong ropes.

The First Steam Passenger Train in America was run on this road before the close of the year 1831. The first trip of the train was a **Grand Trial Excursion**, and was one of the noted events of this century. It consisted of two coaches and fifteen passengers. 1. Unknown; 2. Lewis Benedict; 3. James Alexander, President Commercial Bank; 4. Chas. E. Alexander, Dudley Observatory; 5. Jacob Hayes, High Constable of New York; 6. Jacob Meggs, Sheriff; 7. Unknown, Brakeman; 8. Billy Winne, Penny Postman; 9. Unknown; 10. Augustus Woodworth; 11. Thurlow Weed; 12. Josiah Snow, Editor *Southbridge Register*; 13. Ex-Gov. Jos. C. Yates; 14. Unknown; 15. Billy Marshall, Conductor; 16. John Hampson, Engineer.

Thurlow Weed, of New York, was one of the sixteen passengers.

The engine, named "John Bull," was imported from England, and weighed four tons. The engineer was John Hampson, an Englishman.

The First American Steam Locomotive was made by the Kembles, in West Street, New York, in 1830, and was used on a short freight road from Charleston to Hamburg, S. C., in 1831, and on this road were first introduced the four-wheeled trucks for cars, ever since in use.

The First Railroad in the World was completed in England, September 27, 1825. The road had been intended only for horse draught, but George Stephenson had for years been at work building a steam locomotive, on account of which the people called him the craziest man in all England. A great concourse of people assembled on the occasion of its trial to ridicule the new-fangled enterprise, and to make sport of its supposed failure. A long procession of coaches was formed, containing the directors and their friends, and the Locomotive Engine No. 1, driven by George Stephenson, the inventor and builder, headed the procession. A man on horseback rode before the locomotive and heralded the coming of the train.

The First Steamboat in the World. The first application of steam to navigation that showed any evidence of success was made in this country in 1788, by John Fitch, Philadelphia. The boat was 60 feet long, 8 feet wide, and 4 feet deep, and worked by paddles. The trial trip was made over a mile course in front of Water

Street, Philadelphia. Although the experiment was considered successful the project was abandoned.

The First Practical Steamboat Built. In 1807, Robert Fulton, of New York, launched the first successful steamboat in America or in the world, the "Clermont." The boat proper was built by Charles Brown, in New York, and her engine in England. Her dimensions were: Length, 130 feet; depth, 7 feet; breadth, 18 feet. Her trial trip was made August 7, 1807, from New York to Albany. A large number of persons were present, and she left the dock amid the jeers of the ignorant and the ridicule and jokes of the incredulous. On her way up the Hudson she excited the astonishment of the inhabitants, many never having heard of an engine, much less of a steamboat. She was described by some who saw her pass in the night as "a monster moving on the water, defying the wind and the tide, and breathing flames and smoke." The "Clermont" left New York on Monday, at 1 o'clock and arrived at Chancellor Livingston's, above Poughkeepsie, at 1 o'clock, Tuesday—110 miles in 24 hours. The trip was continued to Albany, and Fulton said, "The power of propelling boats by steam is fully proved, and it is my belief that the ocean will yet be crossed by a steam-propelled vessel."

The first steamer to cross the Atlantic was the "Savannah," in 1819. Her paddle-wheels were made to take apart in case of bad weather.

The trip was from Savannah to Liverpool, and was made in 17 days.

The First Telegraph Instrument was invented by Prof. Morse, and used for the first message, May 27, 1844.

It is Not an Unusual Feat for a reindeer to perform a journey of one hundred and fifty miles in nineteen hours, and the portrait of one is preserved in the palace of Drotingholm, Sweden, which traversed eight hundred miles in forty-eight hours, conveying an officer with important dispatches. This was at the rate of nearly seventeen miles an hour, and we are not surprised that at the end of this cruel journey the poor creature dropped dead.

In courtly hall at Drotingholm, where gems of beauty shine,
Is displayed a reindeer's portrait set within a gilded shrine.
True to nature's just proportions, his broad antlers tower above,
Eyes that beam with soft endearment, like a maiden's pure in love.
'Tis the form of faithful "Petrie," but the grandest work of Art
Would fail to show the splendor of the noble creature's heart,
Dying bravely as a martyr, and well worthy Fame's reward
After his immortal journey from the town of Altengaard.

POSTAL INFORMATION.

CLASSIFICATION OF DOMESTIC MAIL MATTER.

There are four classes of mail matter, divided as follows:

*** First Class.**—*a*, letters and postal cards; *b*, all matter wholly in writing (except manuscript for publication, *when accompanied by proof-sheets*, corrected or not); *c*, matter partly in print and partly in writing (certain exceptions noted below); *d*, packages so wrapped, sealed or secured that their contents cannot be readily examined. THE RATE OF POSTAGE ON MAIL MATTER OF THIS CLASS (except postal cards) IS TWO CENTS PER HALF OUNCE OR FRACTION THEREOF. No exception in the case of unsealed letters, or letters for delivery in this city.

Second Class.—This embraces newspapers, magazines and other periodicals issued at stated intervals not exceeding three months, dated and numbered, having a list of legitimate subscribers, and not designed primarily for advertising purposes, nor for circulation free, or at nominal subscription rates. When sent by the publishers or news-agents, the rate of postage is TWO CENTS PER POUND, payable in currency; and when sent by others, ONE CENT FOR EACH FOUR OUNCES, payable by postage stamps. The above rates apply also to foreign publications of the same character as those named above.

Third Class.—This embraces printed books, pamphlets, circulars, engravings, lithographs, proof-sheets and manuscript accompanying the same, transient newspapers and periodicals (*except those belonging in the second class*) and all matter of the same general character, the printing on which is designed to instruct, amuse, cultivate the mind or taste, or impart general information, and not having the character of personal correspondence. Circulars produced by hektograph or similar process, or by electric pen, are rated as third class. Upon matter of this class, or on its wrapper, the sender may write his own name,

* After July 1, 1885, 2 cents per ounce or fraction thereof.

preceded by the word "from;" may mark any printed passage to call attention to it; may write date, address and signature of circulars, correct typographical errors, and write on cover or blank leaf of any book or of any other printed article of the third class, a simple dedication or presentation inscription not in the nature of personal correspondence. (See also note below.) *No other writing is permitted in or on third class matter.* The limit of weight for mail matter of the third class is four pounds, except in the case of single books exceeding that weight. **THE RATE OF POSTAGE ON MAIL MATTER OF THE THIRD CLASS IS ONE CENT FOR EACH TWO OUNCES OR FRACTION THEREOF.**

Fourth Class.—All matter not embraced in the First, Second or Third Class—including merchandise, samples of merchandise, and other articles not liable to destroy, deface or damage other mail matter, or to harm the person of any one in the postal service, and not excluded by law from the mails. Sharp instruments, articles wholly or partly of glass, and other things which, if not properly secured, might damage the mails or harm any person handling them, must be first securely wrapped or cased, and then safely packed in hard wood or metal boxes with screw lids or secured by clasp or slide. Persons in doubt as to the admissibility of articles they desire to mail will probably save unnecessary trouble and expense by submitting the same at the Post Office, where they will receive correct information on the subject. Upon any package of Fourth Class matter the sender may write or print his own name and address, preceded by the word "from," and may also write or print thereon the *number* (quantity) and *names* of the articles inclosed; and one mark, number, name, or letter (*for the purpose of identification only*) may be written on any article of the Fourth Class, or upon a tag or label attached to it. Price and size of the article may be *printed or stamped* on such tag or label; but more than *ONE written* mark, number, name, or letter, will subject the package to postage at *letter rates*. The limit of weight for packages of Fourth Class matter is four pounds. **THE RATE OF POSTAGE ON MAIL MATTER OF THE FOURTH CLASS IS ONE CENT FOR EACH OUNCE OR FRACTION THEREOF.**

NOTE.—On any package of Third or Fourth Class matter there may be written or printed a request in the following or similar form: "If undeliverable, P. M. please notify — — — —, and stamps for return postage will be forwarded." **LETTERS ONLY** are returned *free* to writers.

Unmailable.—Liquids, poisons, explosives, oils, ointments, pastes, fresh fruits, animals, alive or dead, articles having an offensive odor, obscene and indecent books, prints or other articles, and envelopes, postal cards or packages on which obscene

and indecent addresses or messages appear, are absolutely excluded from the mails.

MISCELLANEOUS INFORMATION.

All mail matter at this and other large Post Offices is necessarily handled in great haste, and should therefore in all cases be so **PLAINLY ADDRESSED** as to leave **NO ROOM FOR DOUBT AND NO EXCUSE FOR ERROR** on the part of postal employees. Names of States should be written in full (or their abbreviations very distinctly written) in order to prevent errors which arise from the similarity of such abbreviations as Cal., Col; Pa., Va., Vt.; Me., Mo.; N. H., N. M., N. Y., N. J.; Penn., Tenn., etc., etc., when hastily or carelessly written.

“Local” names that are not those of the post-offices where delivery is desired, and names of private country residences and villas, should be carefully omitted from addresses of correspondence intended for prompt transmission by mail. Fanciful additions should not be made to the names of post-offices, as they are apt to mislead and confuse assorting clerks, and so cause errors. For example, “Pattagumpus, Maine,” should not be extended into “Pattagumpus-on-the-Penobscot.”

Reports of non-receipt or delay of correspondence, or of any irregularity connected with postal matters, should be in writing, addressed to the Postmaster, and should include all particulars of date, address, etc. In cases of apparent delay, the entire envelope or wrapper of the delayed matter should always accompany the report.

Mail matter addressed to “New York City” only, without street or number, is placed in the General Delivery to await call, unless the person or firm addressed is well known, or the proper address (of letters and postal cards) can be found in the Directory. In the case of mail matter directed, without street address, to an individual bearing a name repeated twice or oftener in the Directory, the Post Office cannot undertake to decide as to its ownership, nor to make trial of it successively at the various addresses named in Directory until the proper owner shall be found.

Persons and firms changing or intending to change their places of residence or business should promptly notify the Postmaster, and should also advise their correspondents, and the publishers of newspapers and periodicals to which they are subscribers, of their change of address.

Articles inclosed in sealed envelopes with clipped ends, sides or corners, or in boxes with covers secured by nails, are subject to **LETTER RATES** of postage, as are also all packages the wrappers of which are secured to the inclosure by postage stamps. But articles of merchandise (not in themselves inadmissible) inclosed

in original packages closed by a revenue stamp affixed as required by law, will be allowed to pass at Fourth Class rates—the Post Office Department in such cases accepting the presence of the revenue stamp as a guarantee that the contents of the package are only as represented.

All matter produced by type-writer, and drawings, maps, plans and designs executed by hand, are chargeable with **LETTER RATES** of postage.

Circulars in which prices are entered in writing are chargeable with postage at **LETTER RATES**; and the alteration, in writing, of printed figures, will not in such cases be considered as “corrections of typographical errors.”

The Postmaster has no power to remit a postage charge that has been made in accordance with law. Persons who desire to apply for the remission of any such charge should pay the same, leave the charged package, unopened, at the office of the Accountant, Room 9, in this building, and report the facts to the First Assistant Postmaster-General, Washington, D. C., of whose decision in the matter they will be duly informed.

Letters and postal cards directed to a person who has removed, or is temporarily absent from his usual place of residence, will be forwarded, on his request, free of charge; but no mail matter of the second, third or fourth class can be so forwarded except charged with additional postage in full.

Postal cards bearing on their face or address side any message or part of a message, or any writing or printing other than is necessary to secure their proper delivery, are held to be unmailable, and will be returned to the senders.

Stamped envelopes which have been spoiled in directing, and have not been used, may be exchanged at their face value at the office of the cashier, General Post Office. Spoiled *postal cards* cannot be exchanged.

After a letter or other article of mail matter has been delivered as addressed (as to the care of another person, or at the premises to which it is directed, or to the authorized messenger, servant or agent of the person addressed), it passes beyond the control of the Post Office and the protection of the postal laws.

Letters from a private citizen to a public official cannot pass free in the mail, even though they relate to official business. The use of “official” postage stamps, and of “official” stamped envelopes, for prepaying postage on correspondence relating to government business, has been discontinued, and they can no longer be recognized in payment of postage.

In the delivery of circulars and other similar printed matter, the same care is exercised as in the case of letters; but experience has shown that such matter, after having been properly delivered, is frequently cast aside or destroyed by servants and messengers,

and never reaches the hands of their employers. This fact has often led to unjust complaints of the non-delivery of unsealed circulars and printed postal cards by the Post Office.

Applications for the withdrawal of letters that have been posted but have not yet been despatched in the mails, should be made before 3 P.M. at the office of the Assistant-Postmaster. After that hour the press of business and the large accumulation of mail matter will render the necessary search for such letters impracticable.

When it is desired to withdraw from the mails a letter which has already been despatched from this office, personal application should be made at once by the writer at the office of the Assistant-Postmaster, when the return of the letter will be secured, if possible, on compliance with certain requirements prescribed by the Postmaster-General.

After the dissolution of a firm, the Post Office does not undertake to decide disputes that may arise between the members of the late firm as to the right to receive its mail matter. If they cannot agree as to its disposition, it will be held for 30 days and then forwarded to the Dead Letter Office marked "In Dispute," or disposed of as a Court of competent jurisdiction shall direct.

It is forbidden by the Regulations of the Post Office Department to give to any person information concerning the mail matter of another, or to disclose the name of a boxholder at a Post Office.

FOREIGN MAILS, RATES OF POSTAGE, ETC.

The rates of postage to the countries named below (which with the United States and Canada, compose the "UNIVERSAL POSTAL UNION") are as follows:

On LETTERS, 5 cents for each half ounce or fraction thereof—prepayment optional. Double rates are collected on delivery of unpaid or short-paid letters.

On newspapers, books, pamphlets, photographs, sheet music, maps, engravings, and similar printed matter, 1 cent for each two ounces or fraction thereof.

On COMMERCIAL PAPERS (such as deeds and other legal and business documents, printed or written, and not in the nature of personal correspondence) 5 cents for the first 10 ounces and 1 cent for every additional 2 ounces. On SAMPLES OF MERCHANDISE, 2 cents for the first 4 ounces and 1 cent for every additional 2 ounces. All correspondence except letters must be at least partially prepaid.

| | | |
|---|----------------------------|------------------------|
| Argentine Republic, | Ecuador, | Montenegro, |
| Austria-Hungary, | Egypt, | Newfoundland, |
| Bahamas, | Falkland Islands, | Nicaragua, |
| Barbados, | France (and Algeria), | Norway, |
| Belgium, | French Colonies, | Paraguay, |
| Bermudas, | Germany, | Persia, |
| Brazil, | Great Britain and Ireland, | Peru, |
| British Colonies, West Coast of Africa and West Indies, | Greece, | Portugal and Colonies, |
| British Guiana, | Greenland, | Roumania, |
| British Honduras, | Guatemala, | Russia, |
| British India, | Hayti, | Salvador, |
| Bulgaria, | Holland, | Sandwich Islands, |
| Ceylon, | Honduras, | Servia, |
| Chile, | Hong Kong, | Spain and Colonies, |
| Colombia, U. S. of | Italy, | Straits Settlements, |
| Costa Rico, | Jamaica, | Sweden, |
| Danish Colonies of St. Thomas, St. Croix and St. John, | Japan, | Switzerland, |
| Denmark, | Labaun, | Trinidad, |
| Dominica, | Liberia, | Turkey, |
| Dutch Colonies, | Luxemburg, | Uruguay, |
| | Mauritius, | Venezuela. |
| | Mexico, | |

TO CANADA (including Nova Scotia, New Brunswick, Manitoba, and Prince Edward Island): LETTERS, 2 cents for each half ounce or fraction thereof; Books, Circulars, and similar printed matter, 1 cent for each 2 ounces or fraction thereof; SECOND CLASS MATTER, same as in the United States; SAMPLES OF MERCHANDISE (no dutiable articles or articles of intrinsic value omitted), 10 cents for each package, which must not exceed 8 ounces in weight—prepayment compulsory.

TO AUSTRALIA (except New South Wales, Queensland and Victoria) *via* San Francisco: On LETTERS, 5 cents for each half ounce or fraction thereof; on NEWSPAPERS, 2 cents each—prepayment compulsory.

FOR RATES AND CONDITIONS TO OTHER COUNTRIES, see Bulletins in Corridors of Post Office and Branches.

LIMITS OF SIZE AND WEIGHT: Packages of samples of merchandise to the countries named above (except Great Britain, France, Belgium and Switzerland) must not exceed 8 $\frac{1}{4}$ ounces in weight, nor measure more than 8 inches in length, 4 inches in breadth, and 2 inches in depth; and packages of printed matter must not exceed 4 lbs. 6 oz. in weight. Packages of merchandise, samples to Great Britain, France, Belgium and Switzerland, are limited to 12 ounces in weight, 12 inches in length, 8 inches in

width, and 4 inches in depth. Packages of printed matter to Germany and Great Britain are limited to 2 feet in length and 1 foot in each other dimension.

REGISTRATION.

Letters and Packages can be registered at the General Post Office, or at any of the Branch Stations, on payment of a fee of 10 cents, which, with the full postage, must be prepaid by postage stamps. The name and address of the sender must be indorsed by him on each registered letter or package. Mail matter may be sent registered to any Post Office in the United States, Canada, or in any of the countries of the "Universal Postal Union" (see list of such countries above), and also to certain other foreign countries.

MONEY ORDERS.

The limit of a single Money Order payable in the United States is \$100, but three Money Orders, each for this amount, making in all \$300, can be sent in one day. There is no limit to the amount in the International business, but a *single order* must not exceed \$50.

| | |
|--|-----------|
| On orders not exceeding \$10 | 8 cents. |
| Over \$10 and not exceeding \$ 15..... | 10 cents. |
| Over \$15 " " " " \$ 30..... | 15 cents. |
| Over \$30 " " " " \$ 40..... | 20 cents. |
| Over \$40 " " " " \$ 50..... | 25 cents. |
| Over \$50 " " " " \$ 60..... | 30 cents. |
| Over \$60 " " " " \$ 70..... | 35 cents. |
| Over \$70 " " " " \$ 80..... | 40 cents. |
| Over \$80 " " " " \$100..... | 45 cents. |

FOREIGN, COASTWISE, RIVER, AND SOUND STEAMERS.

Leaving North River Piers.

Pier.

- 28. Fall R. L.—Boston via Fall R. & Old Col. R. R.
- 29. N. Providence L.—Boston via Providence R. R.
- 33. Stonington Line—Boston via Providence R. R.
- 40. N. London & Norwich—Boston N. E. R. R.
- 11. Metropolitan Outside Line—Boston.
- 39. Albany Line (day)—Poughkeepsie and Albany.
- 39. Mary Powell—West Point, Poughkeepsie, etc.
- 41. People's Line (night)—Albany.
- 8. N. J. S. R. R. Line—Long Branch, etc.
- 34. North River Propeller—Yonkers, etc.
- 49. Citizens'—Troy and Saratoga.

Ocean Steamships.

Pier.

- 40. Cunard L. . Liverpool and Queenstown.
- 45. Inman Line. . Liverpool via Queenstown.
- 52. White Star Line. . Liverpool via Queenstown.
- 47. National Line. . Liverpool via Queenstown.
- 44, 51. National Line.
- 46, 53. Williams & Guion Line. . Liverpool via Queenstown.
- 21. Anchor Line. . Glasgow via Londonderry.
- 21. Anchor Line. . London.
- 21. Anchor Line. . Mediterranean Ports.
- 42. State Line. . Glasgow via Belfast.
- 50. General Transatlantic Line. . Havre via Plymouth.
- 52. Atlas Line W. Indies. . Jamaica, Hayti, etc.
- 43. Great South & Brazil L. . Brazil & South American Ports.
- 42. Pacific Mail S. S. . San Francisco, China, Japan, etc.
- 13. Clyde's H. L. . Havana, Hayti, Porto Rico, etc.
- 12. Bermuda Steamers. . Bermuda, etc.
- 3. Alexander's Line. . Havana and Mexico.
- Hoboken, Bremen L. . Bremen via Southampton.
- Hoboken, Hamburg L. . Hamburg via Cherbourg.
- Eagle Pier, Wilson's Line. . Southampton & Hull.
- Jersey City, White Cross Line. . Antwerp.
- Jersey City, Netherlands Am. Navig. Co. . Rotterdam.

Coastwise Steamships.

- 1. Halifax Line. . Halifax and St. Johns, N. F.
- 6 & 7. Baltimore Propeller. . Baltimore, Md.
- 9. Cromwell's Line. . New Orleans and Texas.
- 26. Old Dominion Line. . Norfolk and Richmond.
- 27. Charleston Line. . Charleston.
- 35. Savannah Line. . Savannah.
- 36. Morgan's Texas Line. . New Orleans and Texas.

Leaving East River Piers.

- 24. People's Line. . Bridgeport, Conn.
- 24. Hartford Line. . Hartford.
- 25. New Haven Line. . New Haven.
- 34. Clyde's Philadelphia Line.
- 35. Bridgeport S. B. Co. . Bridgeport.
- 37. Norwalk Line. . Norwalk, Conn.
- 39. N. Y. & N. Bedford. . New Bedford, etc.

Ocean Steamships.

- 16. Nassau, New Providence Steamers.
- 17. Ward's Havana Line.
- 18. Great Western Line. . Bristol, Eng.

Coastwise Steamships.

- 20 & 21. Mallory's Line. . Florida, New Orleans and Texas.

NEW YORK RAILROADS.**Pennsylvania R. R.**

Depots in N. Y. City, foot of Cortlandt and Desbrosses Streets.
 Pennsylvania R. R. Jersey City depot. To Philadelphia and Pittsburg,
 West and Southwest, connecting at Harrisburg by N. Central for Balti-
 more, Elmira, Rochester and Buffalo.

Depot of Baltimore and Ohio R. R. for Washington and the West.
 Depot of Baltimore and Potomac for Richmond, Washington, Baltimore,
 and the South.
 Depot of New York, Philadelphia, and Boston Direct Line by Steam Trans-
 fer Ferry from Jersey City to Morrisania depot of N. Y., N. H., & H. R. R.
 Depot New Jersey R. R.

Central R. R. of New Jersey.

Depot in N. Y. City, foot of Liberty Street.
 Central R. R. of New Jersey, Communipaw, Allentown Line.
 To Easton, Allentown, Scranton, and the West.
 " Long Branch and intermediate points.
 Depot Bound Brook and Philadelphia R. R.
 " Delaware, Lackawanna, and Western connection at Phillipsburg.
 " Newark and New York R. R.
 " Lehigh and Susquehanna R. R.

Delaware, Lackawanna and Western.

Depots in New York, Barclay and Christopher Sts., Hoboken.
 Utica and Syracuse Main Line for West and N. W.
 Morris and Essex R. R.
 Depot of Lehigh Valley R. R.
 " Newark and Montclair R. R.

New York, West Shore and Buffalo.

Foot of Cortlandt, Desbrosses and 42d Sts., N. Y. City.

Erie R. R.

Depots in New York, foot of Chambers and 23d St. Erie Railway. Pavonia.
 Jersey City.
 42d Street and Fourth Ave., New York.
 N. Y. Central and Hudson R. R., for the North, Northwest, and West.
 New York, New Haven, and Hartford for the North and East.
 Harlem R. R. for the North.
 Shore Line for New London, Newport and Providence.
 Depot at 30th Street and Tenth Avenue.
 To Sing Sing, Tarrytown, and intermediate points.

Long Island Railroads to all Points on Long Island.—Hunter's Point.

Flushing, North Shore, and Central R. R. and James Slip, N. Y.

NEW YORK FERRIES.

North River.

Communipaw Ferry, from Liberty St., New York, to N. J. Central R. R.
 Jersey City Ferry, from Cortlandt St., N. Y., to Penn. R. R.
 Barclay St. Ferry, from Barclay St., N. Y., to Del., Lack., and West R. R.
 Hoboken.
 Pavonia Ferry, from Chambers St., N. Y., to Erie R. R., Jersey City.
 Desbrosses St. Ferry, from Desbrosses St., N. Y., to Penn. R. R., Jersey
 City.
 Twenty-third St. Ferry, from Twenty-third St., N. Y., to Erie R. R., Jersey
 City.
 Weehawken Ferry, from Forty-second St., N. Y., to Weehawken.
 Christopher St. Ferry, from Christopher St., N. Y., to Del., Lack., and West
 R. R., Hoboken.

East River.

Staten Island, North Shore Ferry, from Whitehall St., N. Y., to New Brighton and North Shore.
 Staten Island (R. R.) Ferry, from Whitehall St., N. Y., to Vanderbilt's Landing, Stapleton.
 Hamilton Ave. Ferry, from Whitehall St., N. Y., to Hamilton Ave., Brooklyn.
 South Ferry, from Whitehall St., N. Y., to Atlantic Ave., Brooklyn.
 Wall Street Ferry, from Wall St., N. Y., to Montague St., Brooklyn.
 Fulton Street Ferry, from Fulton St., N. Y., to Fulton St., Brooklyn.
 Morrisania and Astoria Ferry, from Fulton St., N. Y., to Astoria and Morrisana.
 Morrisania and Astoria Ferry, from Fulton St., N. Y., N. H., & H. R. R.
 Roosevelt St. Ferry, from Roosevelt St., N. Y., to Broadway, Williamsburg.
 Hunter's Point Ferry, from James Slip, N. Y., to Hunter's Point, L. I.
 Bridge St. Ferry, from Catharine St., N. Y., to Bridge St., Brooklyn.
 Catharine St. Ferry, from Catharine St., N. Y., to Main St., Brooklyn.
 Grand St. Ferry, from Grand St., N. Y., to Grand St., Williamsburg.
 Greenpoint Ferry, from Tenth and Twenty-third Sts., N. Y., to Greenpoint.
 Blackwell's Island Ferry, from Bellevue Hospital, N. Y., to Blackwell's, Ward's, and Hart's Islands.
 Astoria Ferry, from Ninety-second St., N. Y., to Astoria.
 Kingsbridge Ferry, from One hundred and Thirtieth St., Harlem, to Kingsbridge, Fordham, etc.

ELEVATED RAILROAD STATIONS.**6th Ave.**

| | | | |
|---------------|-------------|---------------------|----------------------|
| South Ferry | Bleeker St. | 58th Street | 104th Street |
| Rector St. | 8th Street | Branch to 8th Ave. | 116th St. & 8th Ave. |
| Cortlandt St. | 14th Street | 53d St. & 8th Ave. | 125th Street |
| Park Place | 23d Street | 59th St. & 9th Ave. | 135th Street |
| Chambers St. | 33d Street | 72d Street | 145th Street |
| Franklin St. | 42d Street | 81st Street | 155th Street |
| Grand St. | 50th Street | 93d Street | |

9th Ave.

| | | | |
|---------------|-----------------|-------------|---------------------|
| South Ferry | Franklin St. | 23d Street | 59th Street |
| Rector St. | Desbrosses St. | 30th Street | Transfer to |
| Cortlandt St. | Houston St. | 34th Street | Stations above 59th |
| Barclay St. | Christopher St. | 42d Street | St. by 6th Ave. |
| Warren St. | 14th Street | 50th Street | Road. |

2d Ave.

| | | | |
|--------------|---------------|-------------|--------------|
| South Ferry | Rivington St. | 42d Street | 86th Street |
| Hanover Sq. | First St. | 50th Street | 92d Street |
| Fulton St. | 8th Street | 57th Street | 105th Street |
| Franklin Sq. | 14th Street | 65th Street | 111th Street |
| Chatham Sq. | 19th Street | 70th Street | 116th Street |
| Canal St. | 23d Street | 75th Street | 120th Street |
| Grand St. | 34th Street | 80th Street | 127th Street |

3d Ave.

| | | | |
|-------------|-------------|-------------|--------------|
| City Hall | 14th Street | 47th Street | 89th Street |
| Chatham Sq. | 18th Street | 53d Street | 98th Street |
| Canal St. | 23d Street | 59th Street | 100th Street |
| Grand St. | 28th Street | 67th Street | 116th Street |
| Houston St. | 34th Street | 76th Street | 125th Street |
| 9th Street | 42d Street | 84th Street | 129th Street |

EXEMPTIONS FROM ATTACHMENT, ETC.

New Jersey.—*Home worth \$1000, Personal Property, \$200.*—Personal property to the amount of \$200, owned by a resident head of a family, appraised by three persons appointed by the Sheriff; and the widow or administrator of a deceased person may claim the same exemption of \$200 as against the creditors. Home worth \$1000.

New York.—*Home worth \$1000, and Personal Property.*—Homestead to the value of \$1000, owned and occupied by debtor, being a householder, and duly recorded. In addition to the household articles usually enumerated as exempt from the sale under execution, and the tools of any mechanic, not exceeding \$25 in value, there are exempted necessary household furniture and working tools; team and food for said team for a period not exceeding ninety days; professional instruments, furniture, and library owned by any person being a householder, or having a family for which he provides, to the value of not exceeding \$250, and a sewing machine. Such exemption does not apply to any execution issued on a demand for purchase money of such furniture, tools or team, or the food of said team, or professional instruments, furniture, or library, sewing machine or the articles now enumerated by law; nor to any judgment rendered for a claim accruing for work and labor performed in a family as a domestic; nor to any judgment obtained in any court in the City of New York, for work, labor, or services done or performed by any female employee, when such amount does not exceed the sum of \$15 exclusive of costs.

Connecticut.—*No Home exempted. Personal Property of the following value:* Necessary apparel and bedding, household furniture necessary for supporting life, arms, military equipments, implements of the debtor's trade, one cow, ten sheep (not exceeding in value \$150) are protected, and certain specified amounts of family stores, one stove, the horse, saddle and bridle, buggy and harness (not exceeding in value \$200) of any practicing physician or surgeon; one sewing machine in use, one pew in church in use, and a library (not exceeding in value \$500), one boat used in fishing, not exceeding \$200 in value.

WHO ARE EXEMPT FROM SERVING ON JURIES.

In general, the following persons according to the statutes of many States, are exempt from serving on juries, namely: the governor, lieutenant-governor, secretary of state, auditor of public accounts, treasurer, superintendent of public instruction, attorney-general, members of the general assembly during their term of office, judges of courts, clerks of courts, sheriffs, cor-

oners, postmasters, mail-carriers, practicing attorneys, all officers of the United States, officiating ministers of the gospel, school-teachers during their terms of school, practicing physicians, constant ferrymen, mayors of cities, policemen, and active members of the fire department.

GENERAL FORM OF POWER OF ATTORNEY.

KNOW ALL MEN BY THESE PRESENTS, that I——, of——, in the County of——, and State of——, have made, constituted and appointed, and by these presents do make, constitute and appoint James H. Hill, of Downer's Grove, County of Dupage, and State of Illinois, a true and lawful attorney for me, and in my name, place and stead, and in my behalf, to [*here insert the things which the attorney is to do*], hereby giving and granting unto my said attorney full power and authority in the premises to use all lawful means in my name and for my sole benefit, for the purposes aforesaid. And generally to do and perform all such acts, matters and things as my said attorney shall deem necessary and expedient for the completion of the authority hereby given, as fully as I might and could do were I personally present.

In witness whereof, I the said——, have hereunto set my hand and seal, this *first* day of *December*, in the year of our Lord one thousand eight hundred and *seventy-six*.

Signed and sealed in presence of {
..... }

[SEAL]

WHAT IT COSTS TO COLLECT A DEBT.

What will it cost to collect the debt? That question naturally arises and is, very properly, one that should be considered. Of course it is impossible to determine, definitely, what the costs will be. If a lawyer be employed for an ordinary justice suit, occupying the time but an hour or so, his fee will be five dollars. Should the claim be of considerable amount, and the time of the attorney be employed a day or two, the lawyer's charge will be from ten to twenty dollars. Should the plaintiff come off victorious, and obtain judgment against the debtor, the other costs will be mainly borne by the debtor. Should it be shown that the plaintiff has no just claim, the justice, or jury, if there be a jury, will decide that there was no cause of action, and will assess the costs of suit to the plaintiff.

The cost of an ordinary justice suit in most States, will average about as follows:

Docketing the suit, 25 cents; issuing summons, 25 cents; constable for serving summons, 35 cents; each mile travelled in serving summons by constable, 5 cents; justice fee for entering up

judgment, 25 cents; for discharge of docket, 25 cents; fee of justice for hearing statement of each party and giving decision, \$2.

The above are the inevitable costs which will be incurred if the plaintiff and defendant have a trial without witnesses, lawyers, or jury, and then settle according to the decision of the justice.

If witnesses are called, the expense is 50 cents per day for each witness, to be claimed at time of trial. Fee of justice for issuing each subpoena for witness, 25 cents; constable for serving each subpoena, 25 cents; for mileage each way in serving a subpoena, 5 cents; for administering oath to each witness, 5 cents.

Should the suit be tried by a jury, each juryman is entitled, before a justice, to 50 cents for hearing the case, should the jury agree; for entering verdict of the jury, 15 cents; fee of constable for waiting on jury, 50 cents; for entering satisfaction of judgment, 10 cents.

Should judgment be obtained against the debtor, and he refuse to settle, the justice will issue an execution to levy upon and sell a sufficient quantity of debtor's goods to pay the debt and all costs. Fee for execution, 50 cents; fee of constable, for serving and returning execution, 50 cents; for advertising property for sale, 50 cents; commissions on sales, not exceeding 10 dollars, 10 per cent; for all in excess of that amount, 5 per cent; except, when through settlement or other cause the property is not sold, in that case the commissions will be one half the above amount.

The defendant, thinking that equity may not be had before a certain justice, may have the case tried before the nearest justice; this procedure is termed a "Change of Venue." Fee of justice for transcript in change of venue, 50 cents.

Should either party desire to appeal to a higher court, the expenses of appeal before the justice will be: For bond, 35 cents; for entering appeal, 25 cents; for transcript of judgment and proceedings in case of appeal, 50 cents.

In the higher court the cost of trial will usually average from twenty to fifty dollars.

WHO CANNOT BE ARRESTED.

By constitutional right, the following persons are privileged from arrest: Members of Congress, except for treason, felony, and breach of the peace, are not liable to arrest during their attendance upon the session of their respective houses, nor while going to or returning from the same. Electors are also privileged from arrest, except for treason, felony or breach of the peace, while in attendance upon elections, or while going to or returning from the same. In many States, also, the militia, except in the above cases, are exempt during their attendance at musters,

or while going or returning. Attorneys and counsellors at law, judges, clerks, sheriffs, and all other officers of the several courts are likewise free from arrest while attending court, and while going to and returning from the same, as are also witnesses and other persons necessarily attending any courts of record on business.

LIMIT OF JURISDICTION WITH JUSTICE OF THE PEACE.

The following shows the largest amount in the different States and Territories which the justice of the peace, through his official position, can have jurisdiction over:

| | | | | | |
|------------------|-------|--------------------|-------|--------------------|-------|
| Alabama..... | \$100 | Louisiana..... | \$100 | Ohio..... | \$300 |
| Arkansas..... | 300 | Maine | 20 | Oregon..... | 250 |
| California..... | 300 | Maryland..... | 100 | Pennsylvania..... | 300 |
| Colorado..... | 300 | Massachusetts.... | 300 | Rhode Island..... | 100 |
| Connecticut..... | 100 | Michigan..... | 300 | South Carolina.... | 100 |
| Dakota Ter..... | 100 | Minnesota | 100 | Tennessee..... | 500 |
| Delaware..... | 100 | Mississippi..... | 150 | Texas..... | 200 |
| Florida..... | 100 | Missouri | 300 | Utah Ter..... | 300 |
| Georgia..... | 100 | Nebraska..... | 200 | Vermont..... | 200 |
| Idaho Ter..... | 100 | Nevada..... | 300 | Virginia..... | 50 |
| Illinois..... | 200 | New Hampshire.. | 100 | Washington Ter.. | 100 |
| Indiana..... | 200 | New Jersey..... | 100 | West Virginia.... | 100 |
| Iowa..... | 100* | New Mexico Ter.. | 100 | Wisconsin..... | 300 |
| Kansas..... | 300 | New York..... | 200 | Wyoming Ter.... | 100 |
| Kentucky..... | 100 | North Carolina.... | 200 | | |

* By consent of parties, \$300.

FORMS OF AGREEMENTS AND CONTRACTS.

An agreement is virtually a contract by which individuals, singly or collectively, agree to perform certain duties within a specified time.

It is of much importance, in all matters upon which may arise a difference of opinion or misunderstanding, that contracts be reduced very explicitly to writing, thereby frequently saving the parties to the contract a long and expensive law-suit.

Agreements should show that they are made for a lawful consideration, else they are void in law.

It is well to have a written agreement signed by a witness, though the witness need not know the contents of the document.

While a signature, or mark, written with a pencil, if proven by witnesses, is good in law, it is always safest to execute the contract with pen and ink.

A discovery of fraud, or misrepresentation by one party to the agreement, or changing of the date, renders the contract void.

Every agreement should state most distinctly the time within which its conditions are to be complied with.

Copies of an agreement should always be prepared in duplicate, and each party to the agreement should retain a copy.

GENERAL FORM OF AGREEMENT.

This agreement, made the first day of _____ 18—, between _____, county of _____, of the first part, and _____ of the second part:

Witnesseth, that the said _____, in consideration of the agreement of the party of the second part, hereinafter contained, contracts and agrees to and with the said _____, that he will deliver, in good and marketable condition, at the village of _____, during the month of _____, of this year, one hundred tons of prairie hay, in the following lots, and on the following specified terms; namely, twenty-five tons by the seventh of _____, twenty-five tons additional by the fourteenth of the month, twenty-five tons more by the twenty-first, and the entire one hundred tons to be all delivered by the thirtieth of _____.

And the said _____, in consideration of the prompt fulfilment of this contract, on the part of the party of the first part, contracts to and agrees with the said _____, to pay for said hay six dollars per ton, for each ton as soon as delivered.

In case of failure of agreement by either of the parties hereto, it is hereby stipulated and agreed that the party so failing shall pay to the other one hundred dollars as fixed and settled damages.

In witness whereof, we have hereunto set our hands the day and year first above written.

ACKNOWLEDGMENTS.

To acknowledge anything is to admit of its existence, whether it be any known fact or circumstance, or the confession of any sentiment or act known only to ourselves.

In law, an acknowledgment is the assent of any individual, in writing, made before a competent legal authority, that any document to which it is appended is true in fact, or that it is a voluntary act on the part of a person in transferring property or any personal right to another.

The law makes it necessary that persons who execute deeds for lands, or mortgages covering any property, should acknowledge the execution of the paper in order that it may be recorded.

An unmarried person's acknowledgment alone is sufficient on any legal document; but, if married, both husband and wife must sign the acknowledgment jointly; and the wife must also,

in some States, make her voluntary and separate acknowledgment apart from her husband, wherever the sale or mortgaging of land is affected.

WILLS.

The legal declaration of what a person determines to have done with his property after death, is termed a will.

All persons of lawful age, possessed of sound mind, excepting married women in certain States, are entitled to dispose of their property by will.

No exact form of words is necessary in order to make a will good at law; though much care should be exercised to state the provisions of the will so plainly that its language may not be misunderstood.

The person making the will is termed the testator (if a female, testatrix).

A will is of no force and effect until the death of the testator, and can be cancelled or modified at any date by the maker.

The last will made annuls the force of all preceding wills, if not an addition to them.

The law regards marriage, and offspring resulting, as good evidence of revocation of a will made prior to such marriage, unless the wife and children are provided for by the husband in some other manner, in which case the will remains in full force.

To convey real estate by will, it must be done in accordance with the law of the State or country where such land is located; but personal property is conveyed in harmony with the law that obtains at the place of the testator's residence.

There are two kinds of wills, namely, written and verbal, or nuncupative. The latter, or spoken wills, depending upon proof of persons hearing the same, generally relate to personal property only, and are not recognized in all the States, unless made within ten days previous to the death, or by persons in the military or naval service. Verbal or unwritten wills are usually unsafe, and, even when well authenticated, often make expensive litigation; hence the necessity of having the wishes of the testator fully and clearly defined in a written will.

To give or make a devise of property by will and subsequently dispose of the same, without altering the will to conform to such sale, destroys the validity of the devise.

A will made by an unmarried woman is legally revoked by marriage; but she can take such legal steps in the settlement of her property before marriage as will empower her to dispose of the same as she may choose, after marriage.

No husband can make a will that will deprive the wife of her right of dower in the property; that is, her right to the proceeds

of one third of the real estate and appurtenances, as long as she may live. But the husband can will the wife a certain amount in lieu of her dower stating it to be in lieu thereof. Such bequest, however, will not exclude her from her dower, provided she prefers it to the bequest made in the will. Unless the husband states distinctly that the bequest is in lieu of dower, she is entitled to both.

Property bequeathed must pay debts and incumbrances upon the same before its distribution can be made to the legatees of the estate.

Though property may be willed to a corporation, the corporation cannot accept such gift unless provision is made for so doing in its charter.

A will may be revoked by marriage, a codicil, destruction of the will, disposing of property devised in a will, or by the execution of another will.

The person making a will may appoint his executors, but no person can serve as such executor if, at the time of the proving of the will he be under twenty-one years of age, a convict, a thoroughly confirmed drunkard, a lunatic, or an imbecile. No person appointed as an executor is obliged to serve, but may renounce his appointment by legal written notice signed before two witnesses, which notice must be recorded by the officer before whom the will is proved.

The person named in the will by the testator to administer the same is termed an executor. The individual appointed by a court is known as an administrator. The duties of each, in the settlement of an estate, are essentially the same.

In case a married woman possesses property, and dies without a will, her husband is entitled to administer upon such property in preference to any one else, provided he be of sound mind.

Any devise of property made to a subscribing witness is invalid, although the integrity of the will in other respects is not affected,

In all wills the testator's full name should be written at the end of the will. If he be unable to write, he may have his hand guided in making a mark against the same. If he possesses a sound mind, and is conscious at the time of the import of his action, such mark renders the will valid.

Witnesses should always write their respective places of residence after their names, their signatures being written in the presence of each other, and in the presence of the testator.

Different States require a different number of witnesses. To illustrate: Missouri, Illinois, Ohio, Kentucky, North Carolina, Tennessee, Iowa, Utah, Texas, California, New Jersey, Delaware, Indiana, Virginia, Oregon, Minnesota, Michigan, Wisconsin, Rhode Island, Louisiana, and New York require two witnesses.

The States of Florida, Mississippi, Maryland, Georgia, South Carolina, Massachusetts, Connecticut, Maine, New Hampshire, and Vermont demand three witnesses to authenticate a will.

Witnesses are not required to know the contents of a will. They have simply to know that the document is a will, and witness the signing of the same by the testator, or he to witness their signing.

Proof of signature of the testator by the oath of two reputable witnesses, is sufficient to establish the validity of a will in the State of Pennsylvania; no subscribing witnesses being absolutely demanded.

CODICILS.

An addition to a will, which should be in writing, is termed a codicil, and executed like a will.

A codicil is designed to explain, modify, or change former bequests made in the body of the will. It should be done with the same care and precision as was exercised in the making of the will itself.

DEFINITION OF COMMERCIAL TERMS.

\$———means *dollars*, being a contraction of U. S., which was formerly placed before any denomination of money, and meant, as it means now, United States Currency.

£———means *pounds*, English money.

@ stands for *at* or *to*. lb. for *pound*, and bbl. for *barrel*; ₧ for *per* or *by the*. Thus, Butter sells at 20@30c ₧ lb., and Flour at \$8@12 ₧ bbl.

% for *per cent* and # for *number*.

May 1.—Wheat sells at \$1.20@1.25, “seller June.” *Seller June* means that the person who sells the wheat has the privilege of delivering it at any time during the month of June.

Selling *short*, is contracting to deliver a certain amount of grain or stock, at a fixed price, within a certain length of time, when the seller has not the stock on hand. It is for the interest of the person selling “short,” to depress the market as much as possible, in order that he may buy and fill his contract at a profit. Hence the “shorts” are termed “bears.”

Buying *long*, is to contract to purchase a certain amount of grain or shares of stock at a fixed price, deliverable within a stipulated time, expecting to make a profit by the rise of prices. The “longs” are termed “bulls,” as it is for their interest to “operate” so as to “toss” the prices upward as much as possible.

PROMISSORY NOTES.

A promissory note is a promise or engagement in writing to pay a specified sum at a time therein limited, or on demand, or at sight, to a person therein named, or his order or assigns, or to the bearer. The person making the note is called the drawer or maker.

A note is void when founded upon fraud. Thus, a note obtained from a person when intoxicated, or obtained for any reason which is illegal, cannot be collected.* A note given upon Sunday is also void in some States.

Notes bear interest only when it is so expressed; after they become due, however, they draw the legal rate of the State.† Notes payable on demand or at sight, draw no interest until after presentation or demand of the same has been made, unless they provide for interest from date on their face; they then draw the legal rate of interest of the State.

If "with interest" is included in the note, it draws the legal rate of the State where it is given, from the time it is made.

If the note is to draw a special rate of interest higher than the legal, but not higher than the law allows, the rate must be specified.

If the note is made payable to a person or order, to a person or bearer, to a person or his assigns, or to the cashier of an incorporated company or order, such notes are negotiable.

When transferring the note, the indorser frees himself from responsibility, so far as the payment is concerned, by writing on the back, above his name, "Without recourse to me in any event."

When a note is made payable at a definite period after date, three days beyond the time expressed on the face of the note (called days of grace) are allowed to the person who is to pay the same, within which to make such payment. Notes payable on demand are not entitled to days of grace.

If a note is payable at a bank, and is held there on the day upon which it falls due, until the usual hour for closing, ready for receiving payment thereon, no further demand upon the maker is necessary, in order to charge the indorser. The demand must, in all cases, be made upon the last of the days of grace; a demand before that time passing for nothing as against the indorser.

* If, however, the note is transferred to an innocent holder, the claim of fraud or no value received will not avail. The party holding the note can collect it if the maker is able to pay it.

† If it is intended to have the note draw more than the legal rate of interest, after maturity, the words should so specify in the body of the note as follows: "with interest at the rate of ——— per cent until paid."

The days of grace, which must be computed according to the laws of the State where the note is payable are to be reckoned exclusive of the day when the note would otherwise become due, and without deduction for Sundays or holidays; in which latter case, by special enactments in most of the States, notes are deemed to become due upon the secular day next preceding such days. Thus, a note, due upon the twenty-fifth day of December, is payable on the twenty-fourth, as the day when due is Christmas day; if the twenty-fourth chance to be Sunday, it is due upon the twenty-third.

In order to charge an indorser, the note, if payable at a particular place, must be presented for payment at the place upon the very day it becomes due; if no place of payment be named, it must be presented, either to the maker personally, or at his place of business, during business hours, or at his dwelling-house, within reasonable hours; if payable by a firm, a presentment may be made to either of the partners, or at the firm's place of business; if given by several persons jointly, not partners, the demand must be made upon all. If the note has been lost, mislaid, or destroyed, the holder must still make a regular and formal demand, offering the party, at the same time, a sufficient indemnity in the event of his paying the same.

The following will be found convenient in the absence of extended interest tables:

To find the interest on any sum, for a given number of days, at any rate of interest.

| | |
|--|----|
| At 5 per cent, multiply the principal by the number of days, and divide by..... | 72 |
| At 6 per cent, as above, and divide by..... | 60 |
| At 7 per cent, as above, and divide by..... | 52 |
| At 8 per cent, as above, and divide by..... | 45 |
| At 9 per cent, as above, and divide by..... | 40 |
| At 10 per cent, as above, and divide by..... | 36 |
| At 12 per cent, as above, and divide by..... | 30 |
| At 15 per cent, as above, and divide by..... | 24 |
| At 20 per cent, as above, and divide by..... | 18 |

STATE LAWS RELATING TO RATES OF INTEREST, AND PENALTIES FOR USURY.

| STATES AND TERRITORIES. | Legal | Rate | PENALTIES FOR USURY. |
|-------------------------------|----------------------|-------------------------|---------------------------------------|
| | Rate of Interest. | allowed by Contract. | |
| | per cent. | per cent. | |
| Alabama | 8 | 8 | Forfeiture of entire interest. |
| Arizona | 10 | Any rate. | |
| Arkansas | 6 | 10 | Forfeiture of principal and int. |
| California | 7 | Any rate. | |
| Colorado | 10 | Any rate. | |
| Connecticut..... | 6 | Any rate. | |
| Dakota | 7 | 12 | Forfeiture of entire interest. |
| Delaware | 6 | 6 | Forfeiture of principal. |
| District of Columbia .. | 6 | 10 | Forfeiture of entire interest. |
| Florida | 8 | Any rate. | |
| Georgia..... | 7 | 8 | Forfeiture of entire interest. |
| Idaho | 10 | 18 | Fine and imprisonment. |
| Illinois..... | 6 | 8 | Forfeiture of entire interest. |
| Indiana | 6 | 8 | Forfeiture of excess of interest. |
| Iowa | 6 | 10 | Forfeiture of entire interest. |
| Kansas | 7 | 12 | For. of excess of int. above 12 p. c. |
| Kentucky..... | 6 | 6 | Forfeiture of entire interest. |
| Louisiana | 5 | 8 | Forfeiture of entire interest. |
| Maine | 6 | Any rate. | |
| Maryland | 6 | 6 | Forfeiture of excess of interest. |
| Massachusetts..... | 6 | Any rate. | |
| Michigan..... | 7 | 10 | For. of excess of int. above 7 p. c. |
| Minnesota | 7 | 10 | Forfeiture of entire interest. |
| Mississippi | 6 | 10 | Forfeiture of excess of interest. |
| Missouri | 6 | 10 | Forfeiture of entire interest. |
| Montana | 10 | Any rate. | |
| Nebraska | 7 | 10 | Forfeiture of entire interest. |
| Nevada..... | 10 | Any rate. | |
| New Hampshire..... | 6 | 6 | For. of thrice the excess and costs. |
| New Jersey..... | 6 | 6 | Forfeiture of entire interest. |
| New Mexico..... | 6 | Any rate. | |
| New York..... | 6 | 6 | Forfeiture of contract. |
| North Carolina..... | 6 | 8 | Forfeiture of entire interest. |
| Ohio..... | 6 | 8 | Forfeiture of excess above 6 p. c. |
| Ontario, Canada..... | 6 | Any rate. | |
| Oregon | 8 | 10 | Forfeiture of principal and int. |
| Pennsylvania | 6 | 6 | Forfeiture of excess of interest. |
| Quebec, Canada..... | 6 | Any rate. | |
| Rhode Island | 6 | Any rate. | |
| South Carolina | 7 | 7 | Forfeiture of entire interest. |
| Tennessee | 6 | 6 | Forfeiture of excess of interest. |
| Texas..... | 8 | 12 | Forfeiture of excess of interest. |
| Utah | 10 | Any rate. | |
| Vermont..... | 6 | 6 | Forfeiture of excess of interest. |
| Virginia..... | 6 | 6* | Forfeiture of entire interest. |
| Washington Territory. | 10 | Any rate. | |
| West Virginia..... | 6 | 6* | Forfeiture of excess of interest. |
| Wisconsin | 7 | 10 | Forfeiture of entire interest. |
| Wyoming..... | 12 | Any rate. | |

* Except in cases defined by Statutes of the State.

STATE LAWS RELATING TO LIMITATION OF ACTIONS.

LIMIT OF TIME IN WHICH ACTION MAY BE BROUGHT ON THE FOLLOWING:

| STATES AND TERRITORIES. | Assault and Slander. | Open Accounts. | Notes. | Judgment. | Sealed and witnessed Instruments. |
|-------------------------|----------------------|----------------|--------|-----------|-----------------------------------|
| | Years. | Years. | Years. | Years. | Years. |
| Alabama | 1 | 3 | 6 | 20 | 10 |
| Arkansas | 1 | 3 | 5 | 10 | 10 |
| California | 1 | 2 | 4 | 5 | 5 |
| Colorado | 1 | 6 | 6 | 3 | 3 |
| Connecticut | 3 | 6 | 6 | 20 | 17 |
| Dakota | 2 | 6 | 6 | 20 | 20 |
| Delaware | 1 | 3 | 6 | 20 | 20 |
| District of Columbia .. | 1 | 3 | 3 | 12 | 12 |
| Florida | 2 | 4 | 5 | 20 | 20 |
| Georgia | 1 | 4 | 6 | 7 | 20 |
| Idaho | 2 | 4 | 5 | 6 | 5 |
| Illinois | 1 | 5 | 10 | 20 | 10 |
| Indiana | 2 | 6 | 20 | 20 | 20 |
| Iowa | 2 | 5 | 10 | 20 | 10 |
| Kansas | 1 | 3 | 5 | 5 | 15 |
| Kentucky | 1 | 2 | 15 | 15 | 15 |
| Louisiana | 1 | 3 | 5 | 10 | 10 |
| Maine | 2 | 6 | 20* | 20 | 20 |
| Maryland | 1 | 3 | 3 | 12 | 12 |
| Massachusetts | 2 | 6 | 20* | 20 | 20 |
| Michigan | 2 | 6 | 6 | 6 | 10 |
| Minnesota | 2 | 6 | 6 | 10 | 6 |
| Mississippi | 1 | 3 | 6 | 7 | 6 |
| Missouri | 2 | 5 | 10 | 10§§ | 10 |
| Montana | 2 | 3 | 6 | 6 | 6 |
| Nebraska | 1 | 4 | 5 | 5 | 10 |
| Nevada | 2 | 4 | 6 | 5 | 4 |
| New Hampshire | 2 | 6 | 6 | 20 | 20 |
| New Jersey | 2§ | 6 | 6 | 20 | 16 |
| New Mexico | 1 | 6 | 10 | 10 | 10 |
| New York | 2 | 6 | 6 | 20 | 20 |
| North Carolina | 1† | 3 | 3 | 10 | 10 |
| Ohio | 1 | 6 | 15 | 15 | 15 |
| Ontario (U. Canada)... | 2 | 6 | 6 | 20 | 10 |
| Oregon | 2 | 6 | 6 | 10 | 10 |
| Pennsylvania | 1 | 6 | 6 | 20 | 20 |
| Quebec (L. Canada)... | 1, 2 | 5 | 5 | 30 | 30 |
| Rhode Island | 1 | 6 | 6 | 20 | 20 |
| South Carolina | 2 | 6 | 6 | 20 | 20 |
| Tennessee | 1 | 6 | 6 | 10 | 6 |
| Texas | 1 | 2 | 4 | 10 | 4‡ |
| Utah | 1 | 2 | 4 | 5 | 4 |
| Vermont | 2 | 6 | 14* | 8 | 8 |
| Virginia | 1 | 5\|\| | 5 | 10 | 20 |
| Washington Territory. | 2 | 3 | 6 | 6 | 6 |
| West Virginia | 1 | 5\|\| | 10 | 10 | 10 |
| Wisconsin | 2 | 6 | 6 | 20 | 20 |
| Wyoming | 1 | 4 | 5 | 15 | 5 |

* Promissory notes in Massachusetts, Maine, and Vermont barred in six years, unless signed by attesting witnesses. † Slander, 6 months

‡ Seals abolished. § Assault, 4 years. §§ In certain courts, 20 years.

|| Store accounts, 2 years. |||| Store accounts, 3 years.

MECHANICS' LIENS.

Lien-laws establish a right to retain possession of personal property until the payment is made for services in respect to it.

A lien is lost by the voluntary surrender of the property to the owner or his agent.

There is no common-law lien without possession. It is a right created by law in favor of the tavern-keepers, livery men, pasturers, carriers, and mechanics. It may be created by contract between the parties, as in a lease.

Whatever is affixed to land belongs to the owner of the land, except in a few cases. Hence, carpenters who built on the land of others had no lien. But as the principle is just, and the practice beneficial, States have, by law, given builders and persons who furnish material a lien on the land and building, if claimed within a limited time. Under this kind of mechanics' lien, no possession is required. The right to pay the charge and take the property is a right of redemption which is lost by a public sale of the property. The surplus, if any, is paid to the owner.

Liens by State law are generally foreclosed in a court, upon a petition for that purpose. By its decree the property is sold and the proceeds divided according to the rights of the parties.

Liens may, in certain States, be enforced against vessels and wharves as well as buildings, for construction, alteration or repairs. In most States, while the same general principle is maintained, the modes of procedure vary.

A workman desiring the protection of the law for the security of his wages, may draw up a paper, addressed to the county clerk of the county where the work was done, setting forth all the circumstances of the work done, his bargain with the contractor, the failure to receive his pay, and his fears that he will lose all if his lien is not made. This paper, sworn to before a justice or notary public, as true, is filed in the county clerk's office, and becomes a cloud upon the building, which the owner is only too glad, frequently, to remove by paying the debt himself and taking it out of the contractor's bill. In either event the owner or contractor must pay the debt if it is an honest one.

HEALTHIEST REGIONS FOR CONSUMPTIVES.

The following table, in a scale of 100, shows the per cent of deaths from consumption. From this it will be seen that the Atlantic States have a much higher death rate from this disease than most of the Western States and Territories.

| STATE. | No. of deaths in each 100. | STATE. | No. of deaths in each 100. |
|---------------------------|-------------------------------|---------------------|-------------------------------|
| Vermont..... | 26 | Iowa..... | 12 |
| Maine..... | 25 | Oregon..... | 12 |
| Massachusetts..... | 25 | Tennessee..... | 12 |
| New Hampshire..... | 25 | Virginia..... | 12 |
| Rhode Island..... | 25 | Illinois..... | 11 |
| Connecticut..... | 20 | Nebraska..... | 9 |
| Delaware..... | 20 | Missouri..... | 9 |
| District of Columbia..... | 20 | Montana..... | 9 |
| New Jersey..... | 20 | Colorado..... | 8 |
| New York..... | 20 | Kansas..... | 8 |
| Maryland..... | 16 | Louisiana..... | 8 |
| Michigan..... | 16 | North Carolina..... | 8 |
| Ohio..... | 16 | Alabama..... | 6 |
| Pennsylvania..... | 16 | Florida..... | 6 |
| Washington Territory..... | 16 | Mississippi..... | 6 |
| West Virginia..... | 16 | Utah..... | 6 |
| California..... | 14 | Arkansas..... | 5 |
| Indiana..... | 14 | Georgia..... | 5 |
| Kentucky..... | 14 | South Carolina..... | 5 |
| Minnesota..... | 14 | Texas..... | 5 |
| Wisconsin..... | 14 | New Mexico..... | 3 |
| Dakota..... | 12 | | |

PERIODS OF DIGESTION.

| SUBSTANCE. | H. M. | SUBSTANCE. | H. M. |
|----------------------------------|-------|-----------------------------------|-------|
| Rice, boiled..... | 1 | Chicken soup, boiled..... | 3 |
| Eggs, whipped, raw..... | 1 30 | Dumpling, apple, boiled..... | 3 |
| Trout, fresh, fried..... | 1 30 | Oysters, fresh, roasted..... | 3 15 |
| Soup, barley, boiled..... | 1 30 | Pork, salted, broiled..... | 3 15 |
| Apples, sweet, mellow, raw..... | 1 30 | Porksteak, broiled..... | 3 15 |
| Venison steak, broiled..... | 1 45 | Mutton, fresh, roasted..... | 3 15 |
| Sago, boiled..... | 1 45 | Bread, corn, baked..... | 3 15 |
| Tapioca, boiled..... | 2 | Carrot, orange, boiled..... | 3 15 |
| Barley, boiled..... | 2 | Sausage, fresh, broiled..... | 3 20 |
| Milk, boiled..... | 2 | Oysters, fresh, stewed..... | 3 30 |
| Liver, beef, fresh, broiled..... | 2 | Butter, melted..... | 3 30 |
| Eggs, fresh, raw..... | 2 | Cheese, old, raw..... | 3 30 |
| Apples, sour, mellow, raw..... | 2 | Oyster soup, boiled..... | 3 30 |
| Cabbage, with vinegar, raw..... | 2 | Bread, wheat, fresh, baked..... | 3 30 |
| Milk, raw..... | 2 15 | Turnips, flat, boiled..... | 3 30 |
| Eggs, fresh, roasted..... | 2 15 | Potatoes, Irish, boiled..... | 3 30 |
| Turkey, domestic, roasted..... | 2 30 | Eggs, fresh, hard boiled..... | 3 30 |
| Goose, wild, roasted..... | 2 30 | Eggs, fresh, fried..... | 3 30 |
| Cake, sponge, baked..... | 2 30 | Green corn and beans, boiled..... | 3 45 |
| Hash, warmed..... | 2 30 | Beets, boiled..... | 3 45 |
| Beans, pod, boiled..... | 2 30 | Salmon, salted, boiled..... | 4 |
| Parsnips, boiled..... | 2 30 | Beef, fried..... | 4 |
| Potatoes, Irish, baked..... | 2 30 | Veal, fresh, broiled..... | 4 |
| Cabbage, head, raw..... | 2 30 | Fowls, domestic, boiled..... | 4 |
| Custard, baked..... | 2 45 | Beef, old, salted, boiled..... | 4 15 |
| Apples, sour, hard, raw..... | 2 50 | Pork, salted, fried..... | 4 15 |
| Oysters, fresh, raw..... | 2 55 | Pork, salted, boiled..... | 4 30 |
| Eggs, fresh, soft boiled..... | 3 | Veal, fresh, fried..... | 4 30 |
| Beefsteak, broiled..... | 3 | Cabbage, boiled..... | 4 30 |
| Mutton, fresh, broiled..... | 3 | Pork, roasted..... | 5 15 |
| Mutton, fresh, boiled..... | 3 | Suet, beef, boiled..... | 5 30 |
| Soup, bean, boiled..... | 3 | | |

HOW TO TEACH A DOG.

In commencing to teach a dog, always have a small piece of meat to give him, and treat him with kindness, for dogs are as susceptible of kindness as human beings. In starting to teach him always have a small whip, but be careful not to hurt him, or he will take a dislike to you. Try and make him fear you with stern words, and take a liking to you at the same time. You must be very patient with him, and not try to teach him too much at one time, as you will only get him puzzled. Teach him only one thing at a time, until he is perfect in it. It is perfectly useless to try and teach a dog after he is ten years old. Never attempt to train a dog until he is at least over four months old. Any breed of dogs can be taught, even a cur.

A QUICK CURE FOR DOGS THAT HAVE EATEN POISON.

Take a teacupful of warm milk and a quarter full of salt. Open the dog's mouth and give it to him, slowly pouring it down his throat. In case he does not vomit the first time repeat the dose. This will be found to be a positive cure for dogs that have eaten poison.

THE BEST FOOD FOR DOGS.

The best food for dogs is corn bread and meat, well cooked, given once a day, the meat to be cut in very small pieces. This will not injure the dog in any manner, and will keep him in perfect health.

TREATMENT OF CANARIES.

OVERGROWN CLAWS AND BEAK.

Overgrown claws and beak require to be cropped with a pair of scissors (a knife should never be used), but care must be taken in paring the claws not to cut deep; holding the claw before a strong light the termination of the blood veins may be seen and should not be cut into. If the claws are overgrown the bird is apt to injure himself by getting entangled in the wire of the cage.

ASTHMA.

If your bird looks like a puff-ball, and when he breathes you hear a squeaking noise, especially at night, he probably has the asthma. Use Dr. Gurning's Bird Tonic with his drinking water, about half of each. Keep him warm, and give with his rape and canary, ripe plantain, if it can be had.

DIARRHŒA.

Two drops of warm castor-oil first. After a few hours, a small bit of gum arabic, and about twenty drops of tincture of opium in the water, or a little of the ordinary chalk mixture of the shops.

LICE.

Lice keeps the bird in a constant state of restlessness day and night. He should bathe often; the cage should be kept scrupulously clean, and the gravel paper frequently changed, upon which sprinkle a little Persian insect powder. Catch the birds at night, hold carefully in your hand, thoroughly blow the powder all through and under the feathers. Cover the cage during the night with a white cloth, and on its being removed in the morning, it will be found to contain many of the parasites.

PIP.

A name given to a small pimple on the rump. Open with a fine needle when matter is apparent, then dress with cold cream.

BARBERS' AND TOILET DEPARTMENT.

Cologne for Family Use.—Oils of rosemary and lemon, each $\frac{1}{4}$ oz.; bergamot and lavender, each 1 dr.; cinnamon, 8 drops; clove and rose, each 15 drops; common alcohol, 2 qts. Mix, and shake 2 or 3 times daily for a week.

Colognes need only be used in very small quantities; the same is true of highly flavored oils or pomades; as too much, even of a good thing, soon disgusts those whom they were intended to please.

Hair Oils—New York Barbers' Star.—Castor oil, $6\frac{1}{2}$ pts.; alcohol, $1\frac{1}{2}$ pts.; oil of citronella, $\frac{1}{2}$ oz.; lavender, $\frac{1}{4}$ oz.; mixed and shaken when used, makes one of the finest oils for the hair in use.

Hair Invigorator.—A Wheeling barber makes use of the following invigorator to stop hair from falling out, or to cause it to grow in; it is a good one, so is the one following it:

Take bay rum, 1 pt.; alcohol, $\frac{1}{2}$ pt.; castor oil, $\frac{1}{2}$ oz.; carbonate of ammonia, $\frac{1}{4}$ oz.; tincture of cantharides, $\frac{1}{2}$ oz. Mix, and shake when used. Use it daily, until the end is attained.

Another.—Carbonate of ammonia, 1 oz.; rubbed up in 1 pt. of sweet oil. Apply daily until the hair stops falling out, or is sufficiently grown out.

Shampooing Mixtures—For Five Cents per Quart.—Purified carbonate of potash, commonly called, salts of tartar, 1 oz.; rain water, 1 qt. Mix, and it is ready for use.

Apply a few spoons of it to the head, rubbing and working it thoroughly; then rinse out with clean soft water, and dry the hair well with a coarse, dry towel, applying a little oil or pomatum to supply the natural oil which has been saponified and washed out by the operation of the mixture. A barber will make at least five dollars out of this five cents worth of material.

Dentrice which Removes Tartareous Adhesions, Arrests Decay, and Induces a Healthy Action of the Gums.—Dissolve 1 oz. of borax in $1\frac{1}{2}$ pints of boiling water, and when a little cool, add 1 teaspoon of the tincture of myrrh and 1 tablespoon of the spirits of camphor, and bottle for use. **DIRECTIONS.**—At bedtime, wash out the mouth with water; using a badger's hair brush (bristle brushes tear the gums and should never be used); then take a tablespoon of the dentrice with as much warm water, and rub the teeth and gums well, each night until the end is attained.

COMBINATIONS OF SHADES THAT MAKE DIFFERENT COLORS.

| | | |
|--|------------|-----------------|
| Mixing Red and Black..... | makes..... | Brown |
| Mixing Lake with White..... | makes..... | Rose |
| Mixing Umber and White..... | makes..... | Drab |
| Mixing White and Brown..... | makes..... | Chestnut |
| Mixing Yellow and Brown..... | makes..... | Chocolate |
| Mixing Red with Light Blue..... | makes..... | Purple |
| Mixing Carmine with Straw..... | makes..... | Flesh Color |
| Mixing Blue with Lead Color..... | makes..... | Pearl |
| Mixing Carmine with White..... | makes..... | Pink |
| Mixing Lampblack with Indigo..... | makes..... | Silver Gray |
| Mixing Lampblack with White..... | makes..... | Lead Color |
| Mixing Paris Green with White..... | makes..... | Bright Green |
| Mixing Yellow Ochre and White..... | makes..... | Buff |
| Mixing White tinted with Purple..... | makes..... | French White |
| Mixing Black with Chrome Green..... | makes..... | Dark Green |
| Mixing Chrome Green with White..... | makes..... | Pea Green |
| Mixing Emerald Green with White..... | makes..... | Brilliant Green |
| Mixing Vermilion with Chrome Yellow..... | makes..... | Orange |
| Mixing Chrome Yellow with White Lead..... | makes..... | Straw Color |
| Mixing White tinted with Red and Yellow..... | makes..... | Cream |
| Mixing White with tints of Black and Purple..... | makes..... | Ashes of Roses |
| Mixing White tinted with Black and Purple..... | makes..... | French Gray |
| Mixing Chrome Yellow, Blue, Black and Red..... | makes..... | Olive |

CONDUCT IN THE STORE.

Purchasers should, as far as possible, patronize the merchants of their own town. It is poor policy to send money abroad for articles which can be bought as cheaply at home.

Do not take hold of a piece of goods which another is examining. Wait until it is replaced upon the counter before you take it up.

Injuring goods when handling, pushing aside other persons, lounging upon the counter, whispering, loud talk and laughter, when in a store, are all evidences of ill-breeding.

Never attempt to "beat down" prices when shopping. If the price does not suit, go elsewhere. The just and upright merchant will have but one price for his goods, and he will strictly adhere to it.

It is an insult to a clerk or merchant to suggest to a customer, about to purchase, that he may buy cheaper or better goods elsewhere. It is also rude to give your opinion, unasked, about the goods that another is purchasing.

Never expect a clerk to leave another customer to wait on you; and when attending upon you, do not cause him to wait while you visit with another. When the purchases are made, let them be sent to your home, and thus avoid loading yourself with bundles.

Treat clerks, when shopping, respectfully, and give them no more trouble than is necessary. Ask for what is wanted, explicitly, and if you wish to make examination with a view to future purchase, say so. Be perfectly frank. There is no necessity for practicing deceit.

The rule should be to pay for goods when you buy them. If, however, you are trusted by the merchant, you should be very particular to pay your indebtedness when you agree to. By doing as you promise, you acquire habits of promptitude, and at the same time establish credit and make reputation among those with whom you deal.

It is rude in the extreme to find fault and to make sneering remarks about goods. To draw unfavorable comparisons between the goods and those found at other stores does no good, and shows want of deference and respect to those who are waiting upon you. Politely state that the goods are not what you want, and, while you may buy, you prefer to look further.

If a mistake has been made whereby you have been given more goods than you paid for, or have received more change than was your due, go immediately and have the error rectified. You cannot afford to sink your moral character by taking advantage of such mistakes. If you had made an error to your disadvantage, as a merchant, you would wish the customer to return and make it right. You should do as you would be done by. Permanent success depends upon your being strictly honest.

COMMON FAULTS IN WRITING AND SPEAKING.

Incorrect.

"It is *me*,"
 "I *done* that,"
 "I *seen* him,"
 "We enter *in*,"
 "This *'ere* one,"
 "Is that *him*?"
 "Call *upon* him,"
 "Do *like* I do,"
 "Once't or twice,"
 "If I *was* him,"
 "In *case* I win,"
 "Let you and *I*,"
 "That *there* one,"
 "Be you cold?"
 "First of *all* let me say,"
 "New furnished rooms,"
 "Do you see *them* men?"
 "Is your hands cold?"
 "Above a year since,"
 "These kind of apples,"
 "He is *in under* the wall,"
 "I *toted* him across,"
 "I came from *over yer*,"
 "Lay down or set down,"
 "Two *spoonsful* of tea,"
 "I'll give you *fits*,"
 "A *new pair* of boots,"
 "The *best* of the two,"
 "I have *lit* the fire,"
 "I *belong* to the church,"
 "He *climbed up* the hill,"
 "What *beautiful* sauce,"
 "I *had* rather ride,"
 "Very *warmish* weather,"
 "There is a great many,"
 "I *only want* five dollars,"
 "Better than *me*,"
 "How *fur* is it?"
 "I *love* beefsteak,"
 "Was you there?"
 "Who *done* that?"
 "I *don't* think so,"

Correct.

"It is *I*."
 "I *did* that."
 "I *saw* him."
 "We enter."
 "This one."
 "Is that *he*?"
 "Call *on* him."
 "Do *as* I do."
 "Once or twice."
 "If I *were* he."
 "If I win."
 "Let you and *me*."
 "That one."
 "Are you cold?"
 "First let me say."
 "Newly furnished rooms."
 "Do you see *those* men?"
 "Are your hands cold?"
 "More than a year since."
 "These *kinds* of apples,"
 or
 "This kind of apples."
 "He is *under* the wall."
 "I *carried* him across,"
 "I came from *yonder*."
 "Lie down or sit down."
 "Two *spoonfuls* of tea."
 "I will *attend* to you."
 "A *pair* of new boots."
 "The *better* of the two."
 "I have *lighted* the fire."
 "I am a *church-member*."
 "He *climbed* the hill."
 "What *excellent* sauce."
 "I *would* rather ride."
 "Very *warm* weather."
 "There are a great many."
 "I *want only* five dollars."
 "Better than *I*."
 "How *far* is it?"
 "I *like* beefsteak."
 "Were you there?"
 "Who *did* that?"
 "I think not."

Incorrect.

"How *do* you *do*?"
 "Give me *me* hat,"
 "A *summer's* day,"
 "I have *got back*,"
 "Not as I know *of*,"
 "I am very *dry*,"
 "I have *saw* him,"
 "Both *of* these men,"
 "You *hadn't* ought to go,"
 "There's *lots* of them,"
 "I have *rode* with him,"
 "I saw the *Miss Browns*,"
 "Peaches were *plenty*,"
 "Continue *on* in this way,"
 "Don't give him no more,"
 "Walter and *me* went down,"
 "Who does this belong to?"
 "As far as I am concerned,"
 "He had *near* ten dollars,"
 "We had an *awful nice* time,"
 "He rose *up* from his seat,"
 "He came *laden* with honor,"
 "I expected *to have seen* him,"
 "Give me a *little bit of* piece,"
 "They despised *one another*,"
 "I was *tickled* to see him,"
 "He is heavier than I *be*,"
 "When we *was* living here,"
 "He is better than you *be*,"
 "Similarity *with* each other,"
 "Who do you wish?"
 "I *had* rather do it,"
 "He had *laid* down,"
 "What *are* the news?"
 "Set down and rest,"
 "See that *'ere* bird,"
 "I *had* ought to go,"
 "They *was* talking,"
 "Me and John saw it,"
 "Who did you say?"
 "I *swapped* horses,"
 "Are you *uns* going?"
 "Such *another* error,"
 "I can't *stand* it,"
 "When I get *off* from a car,"
 "Do you *mean* to do that?"

Correct.

"How *are* you?"
 "Give me *my* hat."
 "A *summer* day."
 "I have *returned*."
 "Not that I know."
 "I am very *thirsty*."
 "I have *seen* him."
 "Both these men,"
 "You *ought not* to go."
 "There *are* many of them."
 "I have *ridden* with him."
 "I saw the *Misses Brown*."
 "Peaches were *plentiful*."
 "Continue in this way."
 "Give him no more."
 "Walter and *I* went down."
 "Whom does this belong to?"
 "So far as I am concerned."
 "He had *nearly* ten dollars."
 "We had a *delightful* time."
 "He rose from his seat."
 "He came *laden* with honor."
 "I expected *to see* him."
 "Give me a *small* piece."
 "They despised *each other*."
 "I was *pleased* to see him."
 "He is heavier than I *am*."
 "When we *were* living here."
 "He is better than you *are*."
 "Similarity *to* each other."
 "Whom do you wish?"
 "I *would* rather do it."
 "He had *lain* down."
 "What *is* the news?"
 "Sit down and rest."
 "See that bird."
 "I ought to go."
 "They *were* talking."
 "John and *I* saw it."
 "Whom did you say?"
 "I *traded* horses."
 "Are you going?"
 "Another *such* error."
 "I cannot *endure* it."
 "When I get *off* a car."
 "Do you *intend* to do that?"

Incorrect.

"Either of *them* are rich,"
 "I have a *couple* of dollars,"
 "It spread *all over* the town,"
 "If I *was him* I would do it,"
 "I'll be blamed if I can tell,"
 "Who is there?" "It is *me*."
 "I *took* you for another,"
 "His faith has been *shook*,"
 "He died *with* consumption,"
 "You are stronger than *me*,"
 "I *reckon* I'll go to-morrow,"
 "I *guess* I'll go to-morrow,"
 "He has a *tarnal* lot of potatoes,"
 "Make haste and dress *you*,"
 "The two *first men* are the strongest,"
 "She sang *to* the Baptist church,"
 "*Them* is large enough for you,"
 "We *won't* say one single word,"
 "He was *to* Henry's,"
 "He travels *rapid*,"
 "As soon as *ever* I can,"
 "The crops look *finely*,"
 "*Don't* never do that,"
 "Can you *learn* me?"
 "I *have got* the book,"
 "I *enjoy* good health,"
 "I'll *bet* you'll go,"
 "Let me dress *me*,"
 "The man was *beat*,"
 "He is as good as *him*,"
 "They returned *back*,"
 "The cloth was *wore*,"
 "He is *down in* the basement,"
 "His manner admits of no excuse,"
 "Received of John Brown five dollars,"
 "No other means *but* this was left,"

Correct.

"Each of *them* is rich."
 "I have *two* dollars."
 "It spread *over all* the town,"
 "If I *were he* I would do it."
 "I cannot tell,"
 "Who is there?" "It is *I*."
 "I *mistook* you for another."
 "His faith has been *shaken*."
 "He died *of* consumption."
 "You are stronger than *I*."
 "I *intend* to go to-morrow."
 "I *think of going* to-morrow."
 "He has a *large quantity of* potatoes."
 "Make *haste* and dress *yourself*."
 "The *first two* men are the strongest."
 "She sang *at* the Baptist church."
 "*Those* are large enough for you."
 "We *will not* say one word."
 "He was *at* Henry's."
 "He travels *rapidly*."
 "As soon as *I* can."
 "The crops look *fine*."
 "Never do that."
 "Can you *teach* me?"
 "I *have* the book."
 "I *have* good health."
 "I *think* you will go."
 "Let me dress *myself*."
 "The man was *beaten*."
 "He is good as *he*."
 "They returned."
 "The cloth was *woven*."
 "He is *in* the basement."
 "His manner admits no excuse."
 "Received *from* John Brown five dollars."
 "No other means *than* this was left,"

Incorrect.

- "They will go *from* thence next week,"
 "From *now* till Christmas,"
 "He has *got over* his trouble,"
 "I *know* better; that ain't so,"
 "I know little *or nothing* of it,"
 "He has four *brother - in-laws*,"
 "I know *Mr. and Mrs. Dr. Brown*,"
 "It's *funny* how long she *stays* sick,"
 "You *lie*; he got *tight*,"
 "I'll be goll darned *if* I know where it is,"
 "Somehow *or* another I'm a failure,"
 "Henry and John *is* coming,"
 "Between you and *I*,"
 "It is three *foot* long,"
 "She sings *beautiful*,"
 "He *won't* never do it,"
 "He made a *dicker*,"
 "He fell *on* the floor,"
 "Cover *over* the well,"
 "If I am *not mistaken*,"
 "He is *up on* the house,"
 "I cannot by *no* means,"
 "The stone sinks *down*,"
 "It was *her* who called,"
 "There *was* some men,"
 "He must stay *to* home,"
 "He dropped *down* into the water,"
 "They differ *among one another*,"
 "Take three-fourths; give me the *balance*,"
 "I see him *every now and then*,"
 "I never play if I can *help* it,"
 "Look out or you'll get hurt,"

Correct.

- "They will go thence next week."
 "From *this time* till Christmas."
 "He has *recovered from* his trouble."
 "Pardon me, I *understand* differently."
 "I know little, *if anything*, of it."
 "He has four *brothers-in-law*."
 "I know *Dr. and Mrs. Brown*."
 "It is *singular* that she should remain sick so long."
 "You are *mistaken*; he was drunk."
 "I do not know where it is."
 "For some reason I am always a failure."
 "Henry and John *are* coming."
 "Between you and *me*."
 "It is three *feet* long."
 "She sings *beautifully*."
 "He *will* never do it."
 "He made a *bargain*."
 "He fell *to* the floor."
 "Cover the well."
 "If I *mistake not*."
 "He is *on* the house."
 "I cannot by *any* means."
 "The stone sinks."
 "It was *she* who called."
 "There *were* some men."
 "He must stay *at* home."
 "He dropped into the water."
 "They differ *among themselves*."
 "Take three-fourths; give me the *remainder*."
 "I see him *occasionally*."
 "I never play if I can *avoid* it."
 "Be careful or you'll get hurt."

Incorrect.

"Should have gloves like *Henry has,*"

"I'd like *for you* to go,"

"May be I *mought* or I *moughn't,*"

"I never *see* such a *slew* of people before,"

"His works are approved *of by* many,"

"I *don't* know nothing about it,"

"He has a *heap* of cattle,"

"He had a *right smart* crop of corn last year,"

"He has a good *bit* of money,"

"I went to New York, *you know*, and when I *came back*, *you see*, I commenced attending school,"

Correct.

"Should have gloves like *Henry's.*"

"I would be pleased to *have you* go."

"I *may* or I *may not.*"

"I never *saw* such a *large number* of people before."

"His works are approved *by* many."

"I know nothing about it."

"He has a *large number* of cattle."

"He had a *large* crop of corn last year."

"He has a good *deal* of money."

"I went to New York, and when I *returned* I commenced attending school."

VALUE OF OLD COINS.

SILVER.

One Dollar.

| | | |
|------|---|---------|
| 1794 | Flowing hair, small eagle..... | \$25 00 |
| 1795 | Flowing hair, small eagle | 1 25 |
| 1796 | Small date..... | 1 50 |
| 1796 | Large do..... | 1 25 |
| 1797 | Large date, 7 stars { facing, small eagle } | 1 50 |
| 1797 | 6 stars facing, small eagle..... | 1 30 |
| 1797 | 13 stars facing, small eagle..... | 1 25 |
| 1798 | 15 stars facing, small eagle..... | 3 00 |
| 1798 | 13 stars facing, large eagle..... | 1 10 |
| 1799 | 5 stars facing, large eagle. | 1 10 |

| | | |
|------|----------------------------------|--------|
| 1799 | 6 stars facing, large eagle..... | 1 10 |
| 1800 | Fillet hd., lar. eagle. | 1 10. |
| 1801 | ..... | 1 00 |
| 1802 | ..... | 1 30 |
| 1803 | ..... | 1 10 |
| 1804 | ..... | 600 00 |
| 1836 | Flying eagle, no st.. | 5 00 |
| 1838 | ..... | 20 00 |
| 1839 | ..... | 20 00 |
| 1840 | ..... | 1 05 |
| 1843 | ..... | 1 05 |
| 1848 | Liberty seated, eagle. | 1 10 |
| 1849 | ..... | 1 05 |
| 1850 | ..... | 1 05 |

Half Dollars.

| | | |
|------|-------------------|--------|
| 1794 | Flowing hair..... | \$2 00 |
| 1795 | ..... | 60 |
| 1796 | Fillet head..... | 20 00 |

| | |
|--|-------|
| 1797 | 20 00 |
| 1801 | 2 00 |
| 1802 | 2 00 |
| 1803 | 55 |
| 1805 | 55 |
| 1811 | 55 |
| 1815 Head to left..... | 2 50 |
| 1830 | 55 |
| 1836 Milled edge..... | 2 50 |
| 1838 Having a small o under the bust and over the date..... | 10 00 |
| 1839 Same as above..... | 55 |
| 1851 Liberty seated..... | 55 |
| 1852 | 2 00 |
| 1853 Without arrow heads at each side of date and without rays back of eagle..... | 15 00 |
| 1879 to 1882 inclusive.... | 55 |

Quarter Dollars.

| | |
|---|--------|
| 1796 Fillet head..... | \$1 00 |
| 1804 | 1 00 |
| 1805 | 30 |
| 1806 | 30 |
| 1807 | 30 |
| 1815 Head to left..... | 30 |
| 1823 | 20 00 |
| 1824 | 35 |
| 1827 | 20 00 |
| 1828 | 30 |
| 1853 No arrow points at each side of date and no rays back of eagle | 3 00 |

| | |
|-------------------|----|
| 1863 to 1867..... | 28 |
| 1880 to 1882..... | 30 |

Dimes.—10 Cents.

| | |
|-----------------------------|-------|
| 1796 Fillet hd., sm. eagle. | \$ 75 |
| 1797 do 13 stars, do | 1 00 |
| 1797 do 15 do do | 1 00 |
| 1798 do large eagle. | 75 |
| 1800 do do | 1 00 |
| 1801 do do | 1 00 |
| 1802 do do | 1 00 |
| 1803 do do | 15 |
| 1804 | 2 00 |
| 1805 | 20 |
| 1807 | 20 |
| 1809 Turban head to left. | 75 |
| 1811 | 20 |
| 1822 | 1 00 |
| 1823 | 15 |
| 1846 | 50 |
| 1860 With stars..... | 20 |

Copper Cents.

| | |
|----------------------------|--------|
| 1793 Flow'g hair, chains. | \$2 00 |
| 1793 do wreath... | 1 00 |
| 1793 Liberty cap..... | 3 00 |
| 1794 Marred field..... | 70 |
| 1794 Head of 1793..... | 50 |
| 1794 Scarred head... .. | 40 |
| 1795 Thick die, let'd edge | 1 00 |
| 1795 Thin die..... | 05 |
| 1795 Jefferson head..... | 2 00 |
| 1796 Liberty cap..... | 05 |
| 1796 Fillet head..... | 05 |

HISTORICAL FACTS RELATING TO THE UNITED STATES.

| Year Set'd. | States. | Where Settled. | By Whom. | Admit'd to the Union. | Capitals. |
|-------------|----------------|------------------|--------------------|-----------------------|----------------|
| 1555 | Florida..... | St. Augustine.. | Spaniards | 1845 | Tallahassee. |
| 1607 | Virginia*.... | Jamestown.... | English | 1788† | Richmond. |
| 1614 | New York*.. | Manhattan ... | Dutch | 1788† | Albany. |
| 1620 | Massachu'ts* | Plymouth | English Puritans.. | 1788† | Boston. |
| 1623 | N. H'pshire* | Dover | English | 1788† | Concord. |
| 1624 | New Jersey*. | Bergen | Dutch and Danes. | 1787† | Trenton. |
| 1625 | Maine..... | Bristol | English | 1820 | Augusta. |
| 1627 | Delaware*... | C. Henlopen.... | Swedes and Finns. | 1787† | Dover. |
| 1633 | Connecticut* | Windsor | From Massachu'ts | 1788† | Hartford. |
| 1634 | Maryland*... | St. Mary's | English | 1788† | Annapolis. |
| 1636 | Rhode Isl'd*. | Providence | English | 1790† | P. & N'port. |
| 1663 | N. Carolina*. | Albemarle | English | 1789† | Raleigh. |
| 1669 | Wisconsin.... | Green Bay..... | French | 1848 | Madison. |
| 1670 | Michigan.... | Detroit | French | 1837 | Lansing. |
| 1670 | S. Carolina*. | Port Royal | English | 1788† | Columbia. |
| 1682 | Pennsylv'a*.. | Philadelphia.. | English | 1787† | Harrisburg. |
| 1685 | Arkansas.... | Arkansas Post. | French | 1836 | Little Rock. |
| 1690 | Texas | San Antonio... | Spaniards..... | 1845 | Austin. |
| 1690 | Indiana..... | Vincennes | French | 1816 | Indianapolis. |
| 1699 | Louisiana.... | Iberville | French | 1812 | Baton Rouge. |
| 1711 | Alabama | Mobile..... | French | 1814 | Montgomery. |
| 1716 | Mississippi... | Natchez | French | 1817 | Jackson. |
| 1720 | Illinois..... | Kaskaskia | French | 1818 | Springfield. |
| 1725 | Vermont | Fort Dummer.. | From Massachu'ts | 1791 | Montpelier. |
| 1733 | Georgia*.... | Savannah..... | English | 1788† | Atlanta. |
| 1757 | Tennessee ... | Fort London... | From N. Carolina. | 1796 | Nashville. |
| 1764 | Missouri..... | St. Louis..... | French | 1821 | Jeffers'n C'y. |
| 1769 | California.... | San Diego | Spaniards | 1850 | Sacramento. |
| 1775 | Kentucky.... | Boonesboro.... | From Virginia.... | 1792 | Frankfort. |
| 1788 | Ohio..... | Marietta..... | From N. England. | 1803 | Columbus. |
| 1811 | Oregon | Astoria | From New York.. | 1859 | Salem. |
| 1833 | Iowa | Burlington.... | From N. England. | 1846 | Des Moines. |
| 1846 | Minnesota... | St. Paul | From N. England. | 1857 | St. Paul. |
| 1850 | Kansas..... | Ft. Leavenw'th | Fr.N.E.&W.Stat's | 1861 | Topeka. |
| 1861 | Nevada | Washoe. | From California.. | 1864 | Carson City. |
| 1862 | W. Virginia.. | (See Virginia).. | Formed from Va.. | 1862 | Charleston. |
| 1854 | Nebraska .... | ..... | Fr.N.E.&W.Stat's | 1867 | Lincoln. |
| 1858 | Colorado | Denver | Fr.Western States | 1876 | Denver. |

* The thirteen original States. † Date of adoption of Constitution.

PRINCIPAL EXPORTS OF VARIOUS COUNTRIES.

ARABIA—Coffee, aloes, myrrh, frankincense, gum arabic.

BELGIUM—Grain, flax, hops, woollens, linens, laces, various manufactures.

BRAZIL—Cotton, sugar, coffee, tobacco, gold, diamonds, wheat, dye-woods.

CANADA, NOVA SCOTIA, and NEW BRUNSWICK—Flour, furs, lumber, fish.

CAPE COLONY—Brandy, wine, ostrich feathers, hides, tallow.

CENTRAL AMERICA—Logwood, mahogany, indigo, cocoa.

CHILI—Silver, gold, copper, wheat, hemp, hides, sugar, cotton, fruits.

CHINA—Tea, silks, nankeens, porcelain, opium, articles of ivory and pearl.

DENMARK—Grain, horses, cattle, beef, pork, butter, and cheese.

EASTERN, WESTERN, and SOUTHERN AFRICA—Gold, ivory, ostrich feathers.

EGYPT—Rice, grain, linseed, fruits, indigo, cotton, sugar.

ECUADOR and NEW GRENADA—Coffee, cotton, indigo, fruits, sugar, cocoa.

FRANCE—Silks, woollens, linens, cottons, wine, brandy, porcelain, toys.

GERMANY—Linen, grain, various manufactures of silver, copper, etc.

GREAT BRITAIN—Woollens, cottons, linens, hardware, porcelain, etc.

GREENLAND—Whale oil, whale bone, seal skins.

HINDOSTAN—Cotton, silks, rice, sugar, coffee, opium, indigo.

HOLLAND—Fine linens, woollens, butter, cheese, various manufactures.

ITALY—Silks, wines, grain, oil, fruits.

IRELAND—Linens, beef, butter, tallow, hides, potatoes, barley, etc.

JAPAN—Silk and cotton goods, Japanware, porcelain.

MEXICO—Gold, silver, logwood, cochineal, fruits.

PERSIA—Carpets, shawls, wine, silk, cotton, rice, rhubarb, guns, swords, etc.

PERU—Silver, gold, Peruvian bark, mercury, sugar, cotton, fruits.

RUSSIA—Hemp, iron, linen, grain, timber, furs, tallow, platina.

SPAIN and PORTUGAL—Silks, wool, wine, oil, fruits, salt, etc.

SWEDEN and NORWAY—Iron, steel, copper, timber, fish.

SWITZERLAND—Watches, jewelry, paper, laces, linen, cotton and silk goods, etc.

TURKEY—Grain, fruits, cotton, oil, wines, carpets, muslin, swords.

UNITED STATES—*Eastern States*—Lumber, beef, pork, fish, cottons, woollens, etc.

Middle States—Flour, wheat, salt, coal, cottons, woollens, etc.

Southern States—Cotton, rice, tobacco, corn, lumber, pitch, fruits.

Western States—Corn, wheat, lead, coal, iron, salt, lime, beef, pork.

VENEZUELA—Sugar, coffee, cocoa, cotton, indigo, fruits.

WEST INDIES—Sugar, rum, molasses, coffee, spice, cotton, indigo, fruits.

ANNUAL SALARIES OF PRINCIPAL UNITED STATES CIVIL, MILITARY, AND NAVAL OFFICERS.

Legislative.

| | |
|--------------------------|----------|
| President..... | \$50,000 |
| Vice-President.... | 8,000 |
| Secretary of State..... | 8,000 |
| Secretary of Treasury.. | 8,000 |
| Secretary of Interior... | 8,000 |
| Secretary of Navy..... | 8,000 |
| Secretary of War..... | 8,000 |
| Postmaster-General.... | 8,000 |
| Attorney-General..... | 8,000 |
| Speaker of House..... | 8,000 |
| U. S. Senators..... | 5,000 |
| Representatives..... | 5,000 |

U. S. Minister to

| | |
|----------------------|----------|
| England..... | \$17,500 |
| Germany..... | 17,500 |
| France..... | 17,500 |
| Russia..... | 17,500 |
| China..... | 12,000 |
| Brazil..... | 12,000 |
| Spain..... | 12,000 |
| Japan..... | 12,000 |
| Mexico..... | 12,000 |
| Central America..... | 10,000 |
| Chili..... | 10,000 |
| Peru..... | 10,000 |
| Venezuela..... | 7,500 |
| Turkey..... | 7,500 |
| Sweden and Norway... | 7,500 |
| Netherlands..... | 7,500 |
| Denmark..... | 5,000 |
| Greece..... | 5,000 |
| Uruguay..... | 5,000 |
| Portugal..... | 5,000 |
| Switzerland..... | 5,000 |
| Liberia..... | 4,000 |

Judges.

| | |
|--------------------------|----------|
| C. J. U. S. Sup. Court. | \$10,500 |
| Associate Judges..... | 10,000 |
| U. S. Circuit Judges... | 6,000 |
| U. S. District Judges, | |
| from 3,500 to 5,000 | |
| Judge U. S. Court Cl'ms. | 4,500 |

Heads of Departments.

| | |
|--------------------------|---------|
| Director Geo'l Surveys.. | \$6,000 |
| Auditor R. R. Accounts. | 5,000 |
| Sup't of Census..... | 5,000 |
| Sup't Naval Observatory. | 5,000 |
| Comm'r Patents..... | 4,500 |
| Director of Mint..... | 4,500 |
| Com. Gen'l Land Office. | 4,000 |
| Sup't Signal Service.... | 4,000 |
| Com. of Pensions..... | 3,600 |
| Sup't Nautical Almanac. | 3,500 |
| Com'der Marine Corps.. | 3,500 |
| Commis'r Agriculture... | 3,000 |
| Commis'r Indian Affairs. | 3,000 |
| Commis'r Education.... | 3,000 |

Army and Navy.

MILITARY OFFICERS.

| | |
|---------------------------|----------|
| General of the Army.. | \$13,500 |
| Lieutenant General | 11,000 |
| Major-Generals..... | 7,500 |
| Brigadier-Generals.... | 5,500 |
| Colonels..... | 3,500 |
| Lieutenant-Colonels.... | 3,000 |
| Majors.... | 2,500 |
| Captains, Mounted..... | 2,000 |
| Captains, not Mounted.. | 1,800 |
| 1st Lieuts., Mounted.... | 1,600 |
| 1st Lieuts., not Mounted. | 1,500 |
| 2d Lieuts., Mounted.... | 1,500 |
| 2d Lieuts., not Mounted. | 1,400 |
| Chaplains..... | 1,500 |

NAVAL OFFICERS.

| | |
|-----------------------|----------|
| Admirals..... | \$13,000 |
| Vice-Admirals..... | 9,000 |
| Rear-Admirals..... | 6,000 |
| Commodores | 5,000 |
| Captains..... | 4,500 |
| Commanders..... | 3,500 |
| Lieut.-Commanders.... | 2,800 |
| Lieutenants..... | 2,400 |
| Masters..... | 1,800 |
| Ensigns..... | 1,200 |
| Midshipmen..... | 1,000 |

CELEBRATED TROTTERS.

| NAME. | TIME. | NAME. | TIME. |
|-----------------------|--------------------|-----------------------|--------------------|
| Maud S. | 2.09 $\frac{1}{4}$ | Edwin Forrest..... | 2.18 |
| Jay Eye See..... | 2.10 | Protine..... | 2.18 |
| St. Julien..... | 2.11 $\frac{1}{4}$ | Dick Swiveller..... | 2.18 |
| Rarus..... | 2.13 $\frac{1}{4}$ | Josephus..... | 2.18 |
| Clingstone..... | 2.14 | Kate Sprague..... | 2.18 |
| Trinket..... | 2.14 | Robert McGregor..... | 2.18 |
| Goldsmith Maid..... | 2.14 | Fanny Witherspoon.... | 2.18 $\frac{1}{4}$ |
| Hopeful..... | 2.14 $\frac{3}{4}$ | Lady Thorn..... | 2.18 $\frac{1}{4}$ |
| Lula..... | 2.15 | Lucy..... | 2.18 $\frac{1}{4}$ |
| Smuggler..... | 2.15 $\frac{1}{4}$ | Lady Maud..... | 2.18 $\frac{1}{4}$ |
| Hattie Woodward..... | 2.15 $\frac{1}{2}$ | Midnight..... | 2.18 $\frac{1}{4}$ |
| Lucille Golddust..... | 2.16 $\frac{1}{4}$ | Monroe Chief..... | 2.18 $\frac{1}{4}$ |
| American Girl..... | 2.16 $\frac{1}{2}$ | Rosa Wilkes..... | 2.18 $\frac{1}{4}$ |
| Darby..... | 2.16 $\frac{1}{2}$ | Slow-Go..... | 2.18 $\frac{1}{2}$ |
| Edwin Thorne..... | 2.16 $\frac{1}{2}$ | Col. Lewis..... | 2.18 $\frac{1}{2}$ |
| Jerome Eddy..... | 2.16 $\frac{1}{2}$ | Nutwood..... | 2.18 $\frac{1}{2}$ |
| Charlie Ford..... | 2.16 $\frac{3}{4}$ | J. B. Thomas..... | 2.18 $\frac{1}{2}$ |
| Occident..... | 2.16 $\frac{3}{4}$ | William H..... | 2.18 $\frac{1}{2}$ |
| Gloster..... | 2.17 | Patchen..... | 2.18 $\frac{3}{4}$ |
| Black Cloud..... | 2.17 $\frac{1}{4}$ | Cleora..... | 2.18 $\frac{3}{4}$ |
| Dexter..... | 2.17 $\frac{1}{4}$ | Cozette..... | 2.19 |
| Piedmont..... | 2.17 $\frac{1}{4}$ | Albermarle..... | 2.19 |
| So-So..... | 2.17 $\frac{1}{4}$ | Edward..... | 2.19 |
| Santa Claus..... | 2.17 $\frac{1}{2}$ | Alley..... | 2.19 |
| Hannis..... | 2.17 $\frac{3}{4}$ | Bonesetter..... | 2.19 |
| Red Cloud..... | 2.18 | Alexander..... | 2.19 |
| Nettie..... | 2.18 | Daisydale..... | 2.19 |
| Judge Fullerton..... | 2.18 | Adele Gould..... | 2.19 |
| Great Eastern..... | 2.18 | Graves..... | 2.19 |

REDEMPTION OF MUTILATED MONEY.

In furnishing the following notes in reference to mutilated money, our readers will be saved the sacrifice, often made, by dealing with parties other than the Government.

Redemption of Mutilated United States Notes, Gold Certificates—Series of 1882, Silver Certificates, and Fractional Currency.

United States Notes, each equalling or exceeding three fifths of its original proportions in one piece, are redeemable at their full face value in other United States Notes by the Treasurer and

the several Assistant Treasurers of the United States, and are redeemable in coin, in sums not less than \$50, by the Assistant Treasurer in New York.

Fractional Notes, each equalling or exceeding three fifths of its original proportions in one piece, are redeemable at their full face value in United States Notes, in sums not less than \$3, by the Treasurer and the several Assistant Treasurers of the United States.

Gold Certificates, each equalling or exceeding three fifths of its original proportions in one piece, are redeemable at their full face value by the Treasurer and the several Assistant Treasurers of the United States.

Silver Certificates, each equalling or exceeding three fifths of its original proportions in one piece, are redeemable at their full face value in Standard Silver Dollars by the Treasurer and the several Assistant Treasurers of the United States.

United States Notes and Fractional Notes, of each of which less than three fifths remains, and notes torn or cut into pieces each less than three fifths, are redeemable only by the Treasurer of the United States.

Gold Certificates, of each of which less than three fifths remains, and certificates torn or cut into pieces each less than three fifths, are redeemable only by the Treasurer of the United States.

Silver Certificates, of each of which less than three fifths remains, and certificates torn or cut into pieces each less than three fifths, are redeemable only in Standard Silver Dollars, and only by the Treasurer of the United States.

Fragments of United States Notes, Gold Certificates, Silver Certificates, and Fractional Notes, constituting clearly one half, but less than three fifths, when unaccompanied by evidence that the missing portions have been destroyed, are redeemable at one half the full face value of the whole notes or certificates.

Fragments less than half are redeemed only when accompanied by an affidavit executed in accordance with the requirements of the following paragraph.

Notes and Certificates, of each of which less than three fifths remains, accompanied by an affidavit from the owner or from such other persons as have knowledge of the facts, that the missing portions have been totally destroyed, are, if the proof furnished is satisfactory, redeemed at their full face value. The affidavit must state the cause and manner of the mutilation, and must be sworn and subscribed before an officer qualified to administer oaths, who must affix his official seal thereto, and the character of the affiants must be certified to be good by such officer or some other having an official seal. The Treasurer will exercise such a discretion under this regulation as may seem to him needful to protect the United States from fraud.

Fragments not redeemable are rejected and returned; counterfeit notes are branded and returned.

Redemption of National-Bank Notes.

National-Bank Notes are redeemable by the Treasurer of the United States in sums of \$1000, or any multiple thereof.

Notes equalling or exceeding three fifths of their original proportions, and bearing the name of the bank and the signature of one of its officers, and redeemable at their full face value.

Notes of which less than three fifths remains, or from which both signatures are lacking, are not redeemed by the Treasurer, but should be presented for redemption to the bank of issue. Fragments less than three fifths are accepted from the bank of issue for face value by the Treasurer only when accompanied by evidence that the missing portions have been entirely destroyed.

Fragments redeemed by the bank of issue for less than face value are accepted by the Treasurer only when their valuation is equal to the face value of a note of some denomination issued by the bank, or some multiple thereof. The required valuation may be made up of several fragments of notes of the same or different denominations, provided the total valuation of the fragments of each denomination be \$1, or some multiple thereof. Fragments not clearly more than two fifths are accepted only when accompanied by evidence that the missing portions have been entirely destroyed.

Notes of National Banks that have failed are redeemed in the same manner and on the same terms as United States Notes.

No mutilated coin will be redeemed. Reduction by natural abrasion is not considered mutilation.

When the coin is forwarded by express it should be addressed to the Treasurer of the United States.

For "mode of transmission" to Treasurer, and "how returns are made," send to the Treasurer of the United States for circular, entitled, "Regulations Governing the Issue and Redemption, etc., etc.," inclosing one cent stamp.

STEAMSHIPS AND STEAMBOATS.

The following are amongst the most remarkable passages of ocean steamers:

Queenstown to New York.

| | DAYS. | H. | M. |
|--------------------------------|-------|----|----|
| Inman Line—CITY OF BERLIN..... | 7 | 14 | 12 |
| White Star Line—BRITANNIC..... | 7 | 10 | 53 |
| Guion Line—ALASKA..... | 6 | 21 | 40 |
| Cunard Line—OREGON..... | 6 | 9 | 42 |

New York to Queenstown.

| | DAYS. | H. | M. |
|--------------------------------|-------|----|----|
| Inman Line—CITY OF BERLIN..... | 7 | 15 | 48 |
| White Star Line—BRITANNIC..... | 7 | 12 | 41 |
| Guion Line—ALASKA..... | 6 | 18 | 37 |
| Cunard Line—OREGON..... | 6 | 11 | 09 |

While steamboats (river and sound) have improved greatly in general appearance and size, very little improvement has been made over the time made some thirty years ago by the North River steamer *South America*, which made the trip from New York to Albany in about 8 hours. This time was lowered some minutes by the *Alida* and *Daniel Drew*. Joseph Belknap, a draughtsman and builder of the engines of some of the fastest river boats, once said to the writer that the *Francis Skiddy* was the fastest boat that ever held an engine.

The day boat *Albany* running between New York and Albany has the reputation to-day of being the fastest boat in the world; and certainly her record as to uniformity of time is unexcelled, it being reported that she never varied 10 minutes from her schedule time in 120 trips. It is said that the public would be astounded did they know of the speed necessary to make up time between landings, and actually made. The *Mary Powell*, another Hudson River steamer, is famous for her swiftness and regularity, and many believe her to equal the *Albany*. The *Kaaterskill* is another fast boat, making frequently, it is said, 23 miles per hour.

Under favorable circumstances the *Powell* made 28 miles per hour for a short distance. On the Sound it never has been necessary to make remarkable time, but 20 miles per hour have been frequently made within the last fifteen years. Among the notable boats for speed and elegance to-day are the *City of Worcester*, *Norwich Line*; *Rhode Island*, *Providence Line*; and *Providence*, of the *Fall River Line*. Nothing of the kind in the world surpasses in elegance and comfort the boats of the last-named line.

RAILWAY NOTE.

To the best of the writer's memory the time made on the Hudson River Railroad on its opening day was 2 hours and 55 minutes from New York to Albany, returning in 3 hours and 5 minutes, the engine drawing 4 passenger cars and one baggage car, and stopping at Peekskill, Fishkill, Poughkeepsie, and Hudson. The writer was on the train.

RULES FOR REVIVING PERSONS RESCUED FROM WATER.

Loosen the clothing, place the face downward, with the forehead resting on one of the wrists, and the face turned to one side, open the mouth, seize the tongue between the fingers, covered with a handkerchief or a piece of cloth, and draw it forward between the teeth. Clean the mouth and throat from mucus by forcing the forefingers, covered with a cloth or handkerchief, far back in the mouth, thus opening a free passage to the windpipe. Turn the body face upwards, shoulders resting on a folded coat or pillow. Keep the tongue drawn forward, raise the arms backwards and upwards to the sides of the head. This expands the chest and allows the air to enter the lungs. Then slowly move downwards, moving them (the arms) so the elbows will come to the sides, and the hands cross on the pit of the stomach, and press them gently but strongly against the sides and chest. This forces the air out of the lungs. Continue these two movements (which produce artificial breathing) very deliberately about ten or twelve times in a minute and without ceasing, until the patient breathes naturally, or until satisfied that life is extinct. While this is being done, a little friction on the chest may be produced by rubbing gently with warm flannels, and the body may be stripped and wrapped in dry blankets. After natural breathing begins, continue, very gently for a few minutes, the two movements which produce artificial breathing. After natural breathing is restored, give the patient a teaspoonful of brandy, hot sling, or tea, two or three times a minute until the breathing of the pulse can be felt at the wrist. Rub the arms and legs upward, and the feet and hands with warm and dry flannel. Apply hot clothes to the body, legs, and arms, and hot bottles to the feet.

Caution.

Do not be discouraged if animation does not return in a few minutes, the patient sometimes recovers after hours of labor. While the arms are being worked, do not allow the tongue to fall back and close the windpipe. Do not rub the legs and arms until natural breathing is restored. Do not put any liquid in the mouth until natural breathing is restored. Do not roll the body or handle it roughly. Do not allow the head to hang down.

SUNSTROKE.

Any one overcome by heat should immediately be removed to the nearest shade, and the collar and shirt loosened. Send immediately for the nearest physician and give the sick man cool drinks of

water, black tea or coffee, if able to swallow. If the skin is hot and dry place the sick person in a sitting position against tree, wall or anything that will be a support to the back.

Sponge with or pour cold water over the body and limbs, and apply to the head pounded ice, wrapped in a towel or other cloth. If there is no ice at hand, keep a cold cloth on the head and pour cold water on it, as well as on the body. If the person is very pale and the pulse very feeble, lay him on the back, let him inhale harts-horn for a few seconds, or give a teaspoonful of aromatic spirits of ammonia or tincture of ginger, in two tablespoonfuls of water, but use no cold water on the head or body, but rub the hands and feet, and use warm applications to the same until circulation is restored.

RULES FOR BUYING A PERFECT HORSE.

The ears must be small, pointed and furry inside and wide between. The eyes must be clear, full, large, standing out prominently and wide between. The nostrils must be large and thin; neck long and well cut up under the jaw; stout, heavy muscle on top and thin through middle. Withers must always be higher than hips, short back, broad and long hips and close jointed. For durability always buy a close jointed horse, and one with fine short hair; the finer the hair the longer the life. For speed the horse should measure exactly as much from between his ears and his withers as from his withers to the coupling of the hips—that is, the withers should be exactly midway between his ears and the coupling of the hips.

From the point of the withers to the shoulder should be just as long as from the coupling of the hip over the kidneys to point of hip by tail. From hoof band of forward foot to point of withers, fifty-seven inches; from point of shoulders to point of hip, sixty-six inches. Parties buying horses by this rule will find it infallible.

SPECIAL ADVICE IN REFERENCE TO THE FEED OF HORSES.

Never give a horse whole grain. Bruising and wetting it with soft water, you save thirty per cent of its nutritious effects. Steam it in preference to wetting if you have facilities for doing so. Feed your horse two hours before he begins his day's work. Give him the largest feed at night. Never tie him to a rack; it is cruel to thus prevent a horse from lying down when he is tired. The best way is to take away your rack altogether, and arrange your stable so as to make it unnecessary to tie up the horse. The stable should always be dry and well littered.

Never give your horse hard water if soft water is to be had. If you cannot get soft water, draw the hard water out of the well two hours before you let him drink it. Beans should be full a year old before they are fit to feed horses; they should be bruised the same as grain, not ground.

ADVICE ON THE SUBJECT OF HEALTH.

The first great secret of good health is good habits; and the next is *regularity* of habits. They are briefly summed up in the following rules:

1.—*Sleep*. Give yourself the necessary amount of sleep. Some men require five hours of the twenty-four; others need eight. Avoid feather beds. Sleep in a garment not worn during the day. To maintain robust health, sleep with a person as healthy as yourself, or no one.

2.—*Dress*. In cold weather, dress warmly with underclothing. Remove muffler, overcoat, overshoes, etc., when remaining any considerable length of time in a warm room. Keep your feet warm and dry. Wash them in warm water two or three times a week. Wear warm stockings, large boots, and overshoes when in the snow or wet. Wear a light covering on the head, always keeping it cool.

3.—*Cleanliness*. Have always a pint or quart of water in the sleeping-room. In the morning, after washing and wiping hands and face, then wet, with the hands, every part of the body. Cold water will not be disagreeable when applying it with the bare hands. Wipe immediately; follow by brisk rubbing over the body. The whole operation need not take over five minutes. The result of this wash is, the blood is brought to the surface of the skin, and made to circulate evenly throughout the body. You have opened the pores of the skin, allowing impurities in the body to pass off, and have given yourself in the operation a good, vigorous morning exercise. Pursue this habit regularly, and you will seldom take cold.

4.—*Inflation of the Lungs*. Five minutes spent in the open air, after dressing, inflating the lungs by inhaling as full a breath as possible, and pounding the breast during the inflation, will greatly enlarge the chest, strengthen the lung power, and very effectually ward off consumption.

5.—*Diet*. If inclined to be dyspeptic, avoid mince pie, sausage and other highly-seasoned food. Beware of eating too freely of soups; better to eat food dry enough to employ the natural saliva of the mouth in moistening it. If inclined to over-eat, partake freely of rice, cracked wheat, and other articles that are easily digested.

Eat freely of ripe fruit, and avoid excessive use of meats. Eat

at regular hours, and lightly near the hour of going to bed. Eat slowly. Thoroughly masticate the food. Do not wash it down with continual drink while eating. Tell your funniest stories while at the table and for an hour afterwards. Do not engage in severe mental labor directly after hearty eating.

6.—*Exercise.* Exercise, not too violent, but sufficient to produce a gentle perspiration, should be had each day in the open air.

7.—*Condition of Mind.* The condition of the mind has much to do with health. Be hopeful and joyous. To be so, avoid business entanglements that may cause perplexity and anxiety. Keep out of debt. Live within your income. Attend church. Walk, ride, mix in jovial company. Do as nearly right as you know how. Thus, conscience will always be at ease. If occasionally disappointed, remember that there is no rose without a thorn, and that the darkest clouds have a silver lining; that sunshine follows storm, and beautiful spring follows the dreary winter. Do your duty, and leave the rest to God, who doeth all things well.

SIBLEY JOHNSON, M.D.

Poisons—Antidote.—When it becomes known that a *poison* has been swallowed, stir salt and ground mustard, of each a heaping teaspoon, into a glass of water, and have it drank *immediately*. It is the *quickest* emetic known.

It should vomit in one minute. Then give the whites of two or three eggs in a cup or two of the strongest coffee. If no coffee, swallow the egg in sweet-cream, and if no cream sweet-milk, if neither, down with the egg.

Ingrowing Toe Nail—To Cure.—Put a very small piece of tallow in a spoon, and heat it till it becomes very hot, and pour it on the granulations. The effect is almost magical. Pain and tenderness are at once relieved, and in a few days the granulations are all gone, the diseased parts dry and destitute of all feeling, and the edge of the nail exposed so as to admit of being pared away without any inconvenience. The cure is complete, and the trouble never returns.

Felons—If Recent, to Cure in Six Hours.—Venice turpentine 1 oz., and put into it half a teaspoon of water, and stir with a rough stick until the mass looks like candied honey, then spread a good coat on a cloth and wrap around the finger. If the case is only recent, it will remove the pain in 6 hours.

Warts and Corns—To Cure in Ten Minutes.—Take a small piece of potash and let it stand in the open air until it slacks, then thicken it to a paste with pulverized gum arabic, which prevents it from spreading where it is not wanted.

ASIATIC CHOLERA

Is frequently observed to be preceded by some form of influenza attended with sneezing, discharge from the eyes and nose, hoarseness, sore throat and cough; also that previous to the outbreak of cholera in a particular locality, bowel complaints, etc., have been more frequent and obstinate, and less under the control of ordinary remedies, so that physicians have been able to recognize the presence of the disease in the atmosphere before its final outbreak among the people.

Sudden attacks are more liable to occur at night and after midnight. All experience has demonstrated that the disease riots among the filthy, ill-fed, ill-clad and ill-housed multitude, narrow streets, confined areas, ill-ventilated dwellings, low, damp or confined apartments, and its attacks there more fatal. *Cleanliness* of person as well as of *habitation* is necessary. The usual habits of eating, drinking, living and business should be followed, except when absolutely interdicted. *Rash changes* should be avoided. Temperance in eating and drinking, exercise and labor, both *physical* and *mental* is specially enjoined. Take proper food in reasonable quantities at proper times.

Plainly cooked meats, lamb, beef, mutton or fowl with boiled rice or hominy, stale bread or crackers, and well cooked potatoes should form the ordinary staple diet. If wine or spirits are habitually used, they may be continued in moderation, but to persons not accustomed to them, they are especially objectionable and to be avoided. Drunkenness or debauchery powerfully invite the disease. Abstain from all unripe fruits, or stale, wilted or over-kept vegetables. Fruit of any kind should be avoided if it induces loose bowels. Purgative or cathartic medicines, by relaxing the integrity of the intestinal canal, may give rise to a sudden and fearful attack of the disease. Avoid exposure and sudden changes of temperature, and at all times keep the body sufficiently warm and protected, especially the abdomen. To this end wear flannel next to the skin, at least around the abdomen. Keep the feet and legs well protected and warm. Above all things maintain an *even, cheerful* tone of mind; hurry, fear, and anxiety, and all depressing emotions tend to lower the vital power, and so invite the disease. The above remarks are by Dr. Humphrey, who is one of the best authorities on dysentery, and many other troubles. In regard to the treatment of cholera and dysentery, immediately seek the aid of your physician.

Persons of middle age are more subject to attack than in infancy and old age. Females are considered more liable to it than males. Among children the males are more subject than the females, and those affected with sore mouth, jaundice, worms

and teething. Those suffering from ulcers of the legs, consumption and influenza least liable to an attack.

Preventive Treatment was never more clearly manifest than in this disease. It has been abundantly shown that small-pox, scarlet fever, measles, whooping cough, and fever, as well as cholera can be prevented by fortifying the system by appropriate medicinal influences, the result will be, other conditions followed cleanliness, etc., no attack will occur, or it will be in a modified and very mild form. Homœopathy claims to furnish these preventives.

MEDICAL SUGGESTIONS.

This book is not intended to advocate any particular medical theory; but as it is compiled for the general good, a few words in regard to medicines will not be out of place. Our readers should rid themselves, if they have not already, of the idea that it is not the quantity of medicine that is required in disease, but the necessary one. They should not imagine because the prescription is bitter and distasteful it is necessarily more beneficial. The poor and uneducated should learn that many of the wealthy and best-informed people now use but little medicine, and tasteless at that. The rule in regard to the length of time any remedy found to be good should be taken is *to diminish the doses in proportion as the patient improves.*

The best time for taking medicine is in the morning on rising and washing the mouth, and at night on retiring to rest.

An Excellent Tonic, good for the aged and young, applicable to all malarious districts, is simply compounded thus: Five cents' worth of Peruvian bark, half pint of alcohol, half pint of water, one drop of nux vomica, allowed to stand several days. Dose for adults, eight to ten drops on a lump of sugar four times a day, commencing before breakfast. Half the above amount for children. Use as long as lassitude, etc., is felt.

An excellent medicine for those inclined to biliousness is a pill made of $\frac{1}{4}$ grain podophyllin or mandrake, $\frac{1}{12}$ grain nux vomica, $\frac{1}{12}$ grain hyoscyamus, made in very small pills. One pill taken every twenty-four hours *until a slight action* of the bowels is noticed, and THEN stop, for the gun is loaded, the clock is oiled, and the liver is stimulated to perform its regular functions. It is well to remember that mandrake is an excellent substitute for mercury or calomel, being a vegetable it does not become a cumulative medicine like the mineral just referred to, and does not need, like it, the *after* doses of aperients.

Sore Throat has many forms. When redness and inflammation

are apparent, the homœopathic preparation of belladonna is almost a specific. When small ulcerations are discovered use dilute nitric acid, also homœopathic preparation. By observing closely the above, diphtheria is often prevented.

It is well to note here that whatever is said in regard to the diseases of man applies equally to the horse, and it is a fact that many owners of valuable horses doctor on this principle. For example, in cases of colic in a man, arsenicum ⁶ when the pain is in the region of the stomach, and colocynth in all other conditions, is a sure remedy for this terrible complaint. For the horse use Fowler's solution of arsenic in alternation with colocynth, five drops every fifteen minutes. These two remedies for colic are worth many times the cost of this entire book. *Rhus tox* covers all tendency to taking cold. *Silicia* for felons, immersing the finger frequently in *hot* water.

Catarrh, though considered by many incurable, is not really so if the *patient* is intelligent and he is in the hands of an intelligent physician. The physician from whom this advice is derived says: "I do not tell all my patients that catarrh is curable, for the simple reason that a long time is required to eradicate a constitutional disease, and the patient, unless intelligent, loses faith and believes that you are simply practising in his case. Therefore I treat for its cure only very intelligent persons and those who have confidence in me." Should any sufferer from catarrh wish to know further on this subject, a line addressed to the publishers of this work will receive attention, and they will with pleasure furnish the name of the physician. It is well to add that whatever information is furnished here can be relied upon, and it will take but a short time for the most incredulous persons, if intelligent, to ratify it.

Diarrhœa.—It has been found in attacks of diarrhœa that if the patient will take one or two drops of camphor on a lump of sugar *after* every evacuation, the diseased intestines will be healed in the most effective manner. Half of the dose always for children.

Scarlet Fever.—Every family living in flats or crowded tenements where there are colonies of children should possess the homœopathic preparation of belladonna to administer as a preventive to children or others when scarlet fever is prevalent.

Arnica is one of the most valuable of remedies known for bruises from whatever causes they may arise—not by outward application, but taken internally: one to three drops of the tincture in half a tumbler of water, a spoonful of which taken three times a day until improvement, bathing the parts affected with *warm* water. By careful attention to this, astounding results for the

better will be found. Arnica taken in this manner is very effective in rheumatism where the *bruised* feeling is present.

Pneumonia.—We do not pretend here to give the treatment of pneumonia, which has so many forms, but simply to state that when a feeling is apparent in drawing the breath that a *cutting* pain is experienced between the shoulder-blades, extending through to the breast, bryonia of the third strength, if administered promptly, will act like magic. The dose is one to three drops in a half tumbler of water, a spoonful taken every three hours until the pain is removed.

Camphor will be found very beneficial when one experiences the sense of chilliness or the creeping feeling preceding the act of taking cold. It is simply snuffed up the nostrils, and a drop or two taken on the tongue. This will keep off many a cold. After having taken cold take one drop of camphor on a lump of sugar every ten minutes for three times, then twice every thirty minutes, then once an hour until relieved. *Eupatoria* is one of the best *general* remedies for a cold. *Aconite* ⁶ for any feverish symptoms; *Arsenicum* ⁶ for looseness of the bowels provoked by fruit, fish, vegetables, or water; *China* ³ for weakness and debility; *Sepia* ³ for ringworm; * *Phosphorus* ⁶ and *China* ³ for seminal weakness, etc.; *Apis M.* ³ for eruptions; *Spongia* ⁶ for hoarseness and difficulty of breathing. The figures above the remedies indicate the strength. The above remedies are taken, six to twelve pellets, dissolved in six tablespoonfuls of water. One tablespoonful of the solution for adults from fifteen minutes to four hours apart, according to the urgency of the case, until relieved. Half the dose for children.

* For ringworm give one dose of the remedy at 8 and one at 9 at night, allowing a week to elapse; then repeat at the same hours. This will generally effect a cure.

ESPÉRANCE EN DIEU.

Courage and hope, true heart,
Summer is coming, though late the spring.
Over the breast of the quiet mould
With an emerald glimmer, a glint of gold,
Till the leaves of the regal rose unfold,
At the rush of the swallow's wing.

Courage and hope, true heart,
Summer is coming, though spring be late.
Wishing is weary, and waiting long,
But sorrow's day hath an even song,
And the garlands that never shall fade belong,
To the soul that is strong to wait.

FASTEST RECORDED TIME, ETC., TO JAN. 1st, 1885.

(From the New York Clipper Annual.)

BEST TROTTING TIME.

Singly :

1 mile—2:09 $\frac{1}{4}$, Maud S., against time, in harness, Lexington, Ky., Nov. 11, 1884. [Cleveland, July 30, 1885, 2.08 $\frac{3}{4}$.]

2 miles—4:46, against time, Monroe Chief ; Lexington, Ky., Oct. 21, 1882.

3 miles—7:21 $\frac{1}{4}$, Huntress, harness, Brooklyn, L. I., Sept. 21, 1872.

4 miles—10:34 $\frac{1}{2}$, Longfellow, wagon, California, Dec. 31, 1869.

5 miles—13:00, Lady Mac, harness, San Francisco, Cal., April 2, 1874.

10 miles—27:23 $\frac{1}{4}$, Controller, harness, San Francisco, Cal., Nov. 23, 1878.

20 miles—58:25, Captain McGowan, harness, half-mile track, Boston, Oct. 31, 1865.

50 miles—3.55:40 $\frac{1}{4}$, Ariel, harness, driver weighing 60lb., Albany, N. Y., 1846.

100 miles—8.55:53, Conqueror, in harness, Union Course, L. I., Nov. 12, 1853.

101 miles—9.42:57, Fanny Jenks, Albany, N. Y., 1845.

With Running Mate.

1 mile—2:06, H. B. Winship, against time, Providence, R. I., Aug. 1, 1884.

Double Teams.

1 mile—2:15 $\frac{1}{4}$, Maxey Cobb and Neta Medium, against time, to skeleton wagon, New York, Nov. 14, 1884.

BEST PACING TIMES DIFFERENT WAYS OF GOING.

1 mile—2:06 $\frac{1}{4}$, Johnston, harness, against time, Chicago, Ill., Oct. 3, 1884.

2 miles—4:56 $\frac{1}{2}$, Hero, harness, Union Course, L. I., May 17, 1853.

3 miles—7:44, Oneida Chief, saddle, Hoboken, N. J., Aug. 15, 1843.

THE RUNNING TURF.

$\frac{1}{2}$ mile—47 $\frac{3}{4}$, Olitipa, 2yrs., 97lb., Saratoga, N. Y., July 25, 1874.

1 mile—1:39 $\frac{3}{4}$, Ten Broeck, 5yrs., 110lb., against time, Louisville, Ky., May 24, 1877.

2 miles—3:27 $\frac{1}{2}$, Ten Broeck, 5yrs., 110lb., against time, Louisville, Ky., May 29, 1877.

3 miles—5:24, Drake Carter, 4yrs., 115lb., Sheepshead Bay, L. I., Sept. 6, 1884.

4 miles—7:15 $\frac{3}{4}$, Ten Broeck, 4yrs., 104lb., against time, Louisville, Ky., Sept. 27, 1876.

10 miles—26:18, Mr. Brown, 6yrs., 160lb., Rancocas, N. J., March 2, 1880.

LONG-DISTANCE RIDING.

10 miles—20:02, Miss Belle Cook, 5 horses, changing five times, Minneapolis, Minn., Sept. 10, 1882.

20 miles—40:59, Little Cricket, changing horses at will, Minneapolis, Minn., Sept. 7, 1882.

50 miles—1.50:03 $\frac{1}{2}$, Carl Pugh, ten horses, changing at will, match race, San Bernardino, Cal., July 7, 1883.... Woman: 2.27:00, Miss Nellie Burke, Galveston, Texas, Feb. 24, 1884.

60 miles—2.33, George Osbaldiston, 11 horses, Newmarket, Eng., Nov. 5, 1831.

100 miles—4.19:40, George Osbaldiston, 16 horses, as above.

101 miles 4,971ft.—4.42:35, Miss Nellie Burke, changing horses fifty-four times, Galveston, Texas, Feb. 24, 1884.

155 miles—6.45:07, John Murphy, match against time, 20 horses, N. Y. City, July 3, 1876.

200 miles—8h., Nell H. Mowry, 30 horses, Bay View Park, San Francisco, Aug. 2, 1868; in 8.42, George Osbaldiston, 29 horses, as above.

201 miles—52 hours, Hesing Jr., in match with G. Guyon, pedestrian, Exposition Building, Chicago, Ill., Jan. 9, 10, 11, 1880.

300 miles—14.09:00, Nell H. Mowry, 30 horses, as above.

559 miles 754yds.—Pinafore, in six-day race against other horses and men, Mechanics' Pavilion, San Francisco, Cal., Oct. 15-20, 1879.

1,304 miles—90 hours, 15 hours per day, changing mustangs at will, C. M. Anderson, Bay District track, San Francisco, Cal., May 15, 1880.

DOUBLE TEAMS.

1 mile—1:54 $\frac{1}{2}$, 1:55 $\frac{1}{4}$, D. Hedington's Ghost and Du Barry, to wagon, New York, Nov. 7, 1884.

PEDESTRIANISM.

RUNNING.

50 yards—5 $\frac{1}{4}$ s., H. M. Johnson, New York City, Nov. 22, 1884.
5 $\frac{1}{2}$ s., L. E. Myers, New York City, Dec. 12, 1884.

100 yards—England: 9 $\frac{1}{4}$ s., George Seward (American), turnpike road, Hammersmith, Sept. 30, 1844.

220 yards—America: 22 $\frac{2}{3}$ s., Wendell Baker, New York, May 24, 1884.

440 yards—England: 48 $\frac{1}{4}$ s., R. Buttery, Newcastle, Oct. 4, 1873.

880 yards—1:53 $\frac{1}{2}$, Frank Hewitt, Lyttleton, N. Z., Sept. 21, 1871.

1 mile—England: 4:16 $\frac{1}{5}$, Wm. Cummings, Preston, May 14, 1881.

2 miles—England: 9:11½, Wm. Lang, Manchester, Aug. 1, 1863.
 3 miles—England: 14:36, J. White, London, May 11, 1863.
 4 miles—England: 19:36, J. White, London, May 11, 1863.
 5 miles—England: 24:40, J. White, London, May 11, 1863.
 10 miles—England: 51:20, W. G. George, London, April 7, 1884.
 15 miles—England: 1.22:00, J. Howitt, London, March 22, 1852.
 20 miles—America: 1.54:00, Patrick Byrnes, Halifax, N. S., Oct. 4, 1879.
 25 miles—England: 2.36:34, G. Mason, London, March 14, 1881.
 30 miles—England: 3.15:09, G. Mason, London, March 14, 1881.
 50 miles—England: 6.08:00, G. Littlewood, London, Nov. 24, 1884.
 100 miles—England: 13.57:13, C. Rowell, London, Jan. 20, 1881.
 Greatest distance run in an hour—England: 11 miles 970 yards, L. Bennett (Deerfoot), London, April 3, 1863.

ROWING.

1½ miles—7:46¾, four-oars, straightaway, Watkins, N. Y., crew, strong current, Detroit, Mich., Aug. 15, 1877.
 2 miles—12:16, double-scutt, turn, F. E. Yates and C. E. Courtney, Saratoga, N. Y., Aug. 8, 1876.
 3 miles—15:37¼, four-oars, straightaway, Argonauta, R. A., Kill von Kull, N. J., Sept. 8, 1875.... Single sculls, Pittsburgh, July 20, 1885, Gaudaur, 19:32; Teemer, 19:35; Ten Eyck, 19:54.
 4 miles—24:40, four-oars, turn, Joshua, Ellis, Gil and Hank Ward, Saratoga, N. Y., Sept. 11, 1871.
 5 miles—30:44¾, four-oars, turn, John, James and Bernard Biglin and Denny Leary, Harlem River, N. Y., Sept. 10, 1860.
 6 miles—39:20¾, four-oars, turn, Paris crew—E. Ross, S. Hutton, G. Price, R. Fulton, St. John, N. B., Aug. 23, 1871.
 10 miles—1.23:00, single scull, turn, Joshua Ward, Poughkeepsie, N. Y., Nov. 5, 1860.
 12 miles—1.34:30, eight-oars, lapstreak, coxswain, three turns, E. Welch, J. Morris, D. Morris, J. Mulhearn, P. Cashley, J. Coyle, J. Lilly, J. Lambert ("Superior" crew of St. John, N. B.), Boston, Mass., Sept. 13, 1855.... 1.45:30, single-scutt, C. A. Barnard, near Chicago, Ill., May 12, 1877.
 50 miles—8.55:20, single-scutt, C. A. Barnard, near Chicago, Ill., May 12, 1877.
 60 miles (nearly)—8.05:00, four-oars, gig, C. Newham, G. Phillips, R. Boyton and H. Blinckoe—Lambeth to Gravesend and back, Eng., Aug. 17, 1845.
 91 miles—11.29:03, single-scutt, John Williams, Waterloo Bridge, London, to Gravesend, thence to Richmond, Eng., and back to place of starting, Aug. 13, 1832.
 166⅔ miles—39.22:00, four-oars, Egyeteres Club, match with Nemzeti Club, Budapesth to Comoru and back, Danube River, Hungary, Sept. 15, 16, 17, 1875.

San Francisco to Boston—75 days, Northern Light.
New York to Shanghae, China—95 days, Nabob.

RIVER STEAMERS.

26 miles in one hour by the South America, Hudson River.
76 miles in 3h. 39m. 30s., Mary Powell, New York to Poughkeepsie, N. Y., Aug. 6, 1874.
125 miles in 5h. 18m., Chrysopolis, Sacramento to San Francisco, Cal., Dec. 31, 1861.
145 miles in 6h. 21m., Alida, New York to Albany, N. Y.
New Orleans, La., to Natchez, Miss.—16h. 36m. 47s., R. E. Lee, left 8.41:25 A.M. Oct. 27, arrived 1.18:12 A.M. Oct. 28, 1870.
New Orleans to St. Louis, Mo.—3d. 18h. 14m., R. E. Lee; left 4.55 P.M. June 30, arrived 11.09 A.M. July 4, 1870.

YACHT SAILING.

New York to Cowes—13d. 21h. 55m., schooner Henrietta, N. Y. Y. C., 205 tons, race with Vesta and Fleetwing, \$90,000; distance sailed, 3,106 miles—Dec. 11 to 25, 1866.
New York to Queenstown, Ireland—12d. 9h. 36m., schooner Sappho, N. Y. Y. C., 310 tons, 1869.

BASEBALL, CRICKET, FOOTBALL AND LACROSSE.

BASEBALL.—Largest number of innings played—24, Harvard vs. Manchester, Boston, Mass., May 11, 1877.... Quickest played game—forty-seven minutes, Dayton vs. Ironton, Dayton, O., Sept. 19, 1884.... Greatest distance ball thrown—133yds. 1ft. 7½in., John Hatfield, Brooklyn, N. Y., Oct. 15, 1872.

CRICKET.—W. F. Forbes threw a ball 132 yards, slightly aided by the wind, Eton, Eng., March, 1876.... Largest individual score—415, W. N. Roe (not out), in 4h. 55m., Cambridge, Eng., July 12, 13, 1881.... Largest total score—920 runs, Orleans Club, Rickling Green, Eng., Aug. 4, 5, 1882.

FOOTBALL.—Highest score: England—17 goals to 0, Nottingham Foresters, match, Derbyshire, March 30, 1881.... America—140 points to 0, Princeton College, match with Lafayette, Princeton, N. J., Oct. 29, 1884.

LACROSSE.—Ball thrown from lacrosse—422 feet, Ross McKenzie, T. L. C., Shamrock L. C. Grounds, Montreal, Canada, Oct. 21, 1882.

PIGEON AND GLASS-BALL SHOOTING.

100 single birds (tame doves) killed in succession two hours, A. H. Bogardus, Chicago, Ill., July 21, 1869.... 99 birds out of 100, single, A. H. Bogardus, 30yds. rise, 80yds. fall, five ground traps, Coney Island, July 2, 1880.... 70 pigeons out of 100—Chas. Brown, 8 years old, 18yds. rise, 80yds. fall, 3 traps, 5yds. apart, Nottingham, Eng., Jan. 25, 1883.

300 glass balls broken in succession, A. H. Bogardus, Lincoln, Ill., July 4, 1877.

500 glass balls broken in 24m. 2s. out of 514—J. C. Haskell, 2 traps, 12ft. apart, 14yds., Lynn, Mass., May 30, 1881.

900 glass balls broken out of 1,000 shot at, A. H. Bogardus, 3 traps, 14yds.—Bradford, Pa., Nov. 20, 1879.

1,000 glass balls broken in 1h. 1m. 54s., A. H. Bogardus, loading himself, changing barrels at end of every hundred, 15yds., 2 traps, 12 feet apart—N. Y. City, Dec. 20, 1879.

5,500 glass balls broken in 7h. 19m. 2s., out of 5,854 shot at—A. H. Bogardus, 15yds., 2 traps, 12 feet apart, changing barrels about 54 times.

PRIZE-RING.

Longest battle on record—6h. 15m., James Kelly and Jonathan Smith, near Melbourne, Australia, Nov. 1855.

Longest glove-fight—5h. 3m. 45s., 76 rounds, Wm. Sherriff and J. Welch, Philadelphia, Pa., April 10, 1884.

Largest stake ever fought for—\$10,000, Tom Hyer and Yankee Sullivan, Rock Point, Md., Feb. 7, 1849.

Largest stake fought for in England—£2,000, Tom King and John C. Heenan, Wadhurst, Eng., Dec. 10, 1863.

First ring fight in America—Jacob Hyer and Thos. Beasley, in 1816.

WEIGHT-LIFTING.

1,442½lb., hands alone, David L. Dowd, Springfield, Mass., March 27, 1883.

3,239lb., harness-lift, W. B. Curtis, N. Y. City, Dec. 20, 1868.

C. O. Breed lifted, with one hand, from the floor, a barrel of flour weighing, with fixtures, 219½lb., 240 times in one minute; total weight lifted, 52,680lb.—Lynn, Mass., Dec. 13, 1884.

OCEAN STEAMSHIPS.

New Orleans to New York—4d. 14h. 56m., Louisiana, Cromwell line. Sailed 8:15 A.M. July 20, arrived 1 A.M. July 25, 1881. Computed time from wharf to wharf. Time corrected for stops and difference, 1h. 49m.

Aspinwall to New York—6d. 5h. 30m., Henry Chauncey; sailed 5.55 A.M. Nov. 13, arrived 11.25 P.M. Nov. 19, 1865. Computed from pier to pier.

New York to Nassau, N. P.—3d. 1h. 45m., Cienfuegos; sailed 4:45 P.M. Feb. 14, arrived at anchorage 6:30 P.M. Feb. 17, 1883. No time allowance; 75th meridian standard.

San Francisco, Cal., to Yokohama, Japan.—15d. 9h., City of Peking, Pacific Mail S. S. Co.

Sydney, N. S. W., to San Francisco, Cal., via Honolulu, H. I.—22d. 20h., steamer Zealandia, Capt. Weber; arrived Oct. 29, 1882.

Yokohama, Japan, to San Francisco, Cal.—13d. 21h. 43m., steamer Arabic; arrived Oct. 21, 1882.

JUMPING.

MAN.

Running long-jump, with weights—England: 29ft. 7in., John Howard.

Standing long-jump, with weights—America: 14ft. 5½in., G. W. Hamilton.

Running high-jump, without weights—Ireland: 6ft. 2¾in., P. Davin, Carrick-on-Suir, July 5, 1880.

Standing high-jump—America: 5ft. 3in., E. W. Johnston, Baltimore, Md., May 27, 1878.

Running hop-step-and-jump—America: 48ft. 8in., Thomas Burrows, Worcester, Mass., Oct. 18, 1884.

Standing hop-step-and-jump, with weights—England: 40ft. 2in., D. Anderson.

Three standing-jumps, with weights—England: 39ft. 1in., George W. Hamilton.

Pole-vaulting, for height—England: 11ft. 4½in., T. Ray, Preston, Aug. 18, 1883.

Fence vaulting—Two hands: 7ft. 3¾in., C. H. Atkinson, Harvard Gymnasium, Cambridge, Mass., March 22, 1884.

FIRE ENGINES, HOSE COMPANIES, ETC.

PLAYING.

340ft. 3in.—Steam Fire-engine Company No. 11, solid stream, 50ft. of 3½in. rubber hose, 1½in. nozzle, attached to a 4-foot brass pipe, 130lb. steam pressure, 240lb. water pressure; 180 feet thrown perpendicularly, Chicago, Ill., Oct. 11, 1881.

273ft., hand apparatus, built by Abel Shawk—Cincinnati, O., July 9, 1857.

HITCHING-UP—1½s., Steam Fire-engine Co. No. 33, N. Y. F. D., automatically-fastening harness; men outside quarters and horses away from engine when gong sounded, National Horse Show, New York City, May 31, 1884.

SWIMMING.

1 mile—America: 12:42¼, Chas. F. Senk, straightaway, strong tide, New York City, Sept. 1, 1878.

2 miles—54:57¾, T. E. Kitching, straightaway, with moderate tide, New York City, July 27, 1878.

3 miles—1.53:30, A. P. Douglass, straightaway, still water, Philadelphia, Pa., June 24, 1876.

5 miles—1.04:23, C. Whyte, with tide, Thames River, Eng., July 18, 1870. 1.15:20, W. R. Itter, straightaway, with tide, Thames River, Eng., July 21, 1883.

20 $\frac{3}{8}$ miles (about)—5.51:00, Fred. Cavill, Thames River, Eng., July 6, 1876.

40 miles (about)—9.57:00, Capt. Matthew Webb, with tide, Thames River, Eng., July 12, 1878.

Captain M. Webb kept afloat, without touching anything, 60 consecutive hours, Scarborough, Eng., June 29–July 1, 1880.

RAILROADING.

1 mile—50 $\frac{1}{4}$ s., 3 miles in 2m. 36 $\frac{1}{4}$ s., 5 miles in 4m. 50s., West Philadelphia to Jersey City, Sept. 4, 1879.

10 miles—8m., Hamburg to Buffalo, N. Y., in 9m., Peekskill to Sing Sing, N. Y., Feb. 17, 1874.

14 miles—11m., locomotive Hamilton Davis and six cars, N. Y. Central R. R., 1855.

18 miles—15m., special train conveying the Duke of Wellington, Paddington to Slough, Eng.

44 miles—43m. 30s., special train conveying newspaper correspondents, last 16 $\frac{3}{4}$ miles in 14m., Washington Junction to Washington, D. C., June 10, 1884.

53 $\frac{1}{4}$ miles—47m., broad-gauge engine Great Britain, 4 carriages and vans, Paddington to Didcot, Eng., May 11, 1848.

111 miles—98m., Fontaine engine and two coaches, Amherstburg to St. Thomas, Canada, May 5, 1881. 109m., locomotive, baggage car, one coach and one Pullman palace-car, St. Thomas to Amherstburg, Sept. 13, 1877.

118 miles—120m., Engine No. 10, special palace-car; 17m. (Welland to Victoria), in 14 $\frac{1}{2}$ m., St. Thomas to Victoria, Canada, 153m., Fontaine engine and two coaches, in 251m., St. Thomas to Victoria, May 5, 1881. The schedule time from London to Bristol, Eng., 118 $\frac{1}{4}$ miles, by the train known as "The Flying Dutchman," is 120m.

157.74-100 miles—165m., special train, Niagara Falls to Syracuse, N. Y., March 1, 1876.

813 miles—23h. (actual running time, 19h. 30m.), special train conveying Washington newspaper correspondents from Convention, Chicago, Ill., to Washington, D. C., June 7, 8, 1884.

Jersey City to San Francisco, Cal., 83h. 39m. 16s., Jarrett & Palmer's train, combination passenger, mail and baggage car and a Pullman hotel car, June 1 to 4, 1876. No stop between Jersey City and Pittsburg, Pa.

MISCELLANEOUS.

BILLIARD-PLAYING—Best run at three-ball carom game, 1,531, Vignaux, Paris, 1880; best in America, 942, McLaughlin, Chicago, 1884. Best at four-ball carom game—1,483, McDevitt, Chicago, 1868.

PIGEON-FLYING.—1,000 miles flown in 100 hours, two birds, Lisbon, Portugal, to Belgium, Aug. 5-9, 1881.

BUTCHERING.—Bullock dressed in 3m. 40s., go-as-you-please style, John Malone, Chicago, Ill., Aug. 18, 1883; in 4m. 29s., market style, Walter Dennison, Chicago, Ill., Aug. 18, 1883.... 10 sheep dressed in 33m., P. Fitzgerald, Newark, N. J., Sept. 15, 1883.... 25 sheep dressed and left ready for market (assistants to kill and hand sheep in to rink) in 1h. 26m., H. O'Brien, near Newark, N. J., Sept. 14, 1880.

TYPE-SETTING.—George Arensberg set 2,064 ems, solid minion, 23 ems to line—one break-line to each stickful—in one hour, New York, Feb. 19, 1870.... S. N. Benerman, set 5,070 ems, nonpareil, ordinary newspaper measure, in three hours, Washington, D. C., Dec. 5, 1874.... John Henkle set 17,010 ems, solid nonpareil, in nine hours, actual working time, Portsmouth, O., Aug. 22, 1882.

RATTING.—25 rats killed in 1:28, Jimmy Shaw's dog Jacko, London, Eng., Aug. 20, 1861.... 60 rats—2:43, Jacko, London, July 29, 1862.... 100 rats—5:28, Jacko, London, May 1, 1862.... 200 rats—14:37, Jacko, London, June 10, 1862.... 1,000 rats—less than 100 minutes, Jacko, London, May 1, 1862.

ANGLING.—Salmon-casting: 131ft., H. W. Hawes, New York City, Oct. 23, 1884.... Heavy bass-casting: 227ft., W. H. Wood, N. Y. City, Oct. 23, 1884.... Fly-casting—91ft., H. Pritchard, 10ft. rod, 8½oz., N. Y. City, Oct. 21, 1882; 85ft., H. W. Hawes, single-handed, 10ft. 3in. rod, 4¾oz., N. Y., Oct. 16, 1883.

ROLLER-SKATING.—1 mile, 3:21; 3 miles, 10:20; 4 miles, 13:49; 5 miles, 17:22, Kenneth A. Skinner, Boston, Mass., Oct. 10, 1884.... 2 miles, 60:49¼, K. A. Skinner, Boston, Mass., Dec. 8, 1884.

FOLDING NEWSPAPERS.—500 folded in 13m. 26s., three folds, heads out, Chas. Flynn, *Examiner* rooms, San Francisco, Cal., April 25, 1883.... 500 in 19m. 21s., three folds, heads out, piled and evened for delivery, Joseph P. Willis, Codman Hall, Boston, Mass., Aug. 24, 1883.

ICEBOAT SAILING.—15 miles—20m. 40s., Scud, Redbank, N. J., Jan. 22, 1883.... 20 miles—25m. 48s., 24m. 30s. (heats), Haze, Poughkeepsie, N. Y., Feb. 6, 1883.... 25 miles—30m. 5s., Dreadnaught, Redbank, N. J., Jan. 26, 1884.

CLUB-SWINGING.—Wm. C. Dole swung a pair of 6lb. Indian clubs continuously for 3h. 30m., for a wager, Pullman (Ill.) A. C. gymnasium, March 24, 1883.

OYSTER AND CLAM OPENING.—100 oysters opened in 3m. 3¼s., Wm. Lowney, Philadelphia, Pa., March 28, 1884.... 500 oysters, 26m. 18s., George Schillman, defeating George Beach (who opened 490 in the same time), Philadelphia, Pa.... 459 clams, 30m., James Weinhart, N. Y. City, Sept. 22, 1883.

DRAWING UP BODY.—Six times with little finger and twelve times with one hand, Andrew Cutter, amateur, Louisville (Ky.) Exposition, Sept. 18, 1878. Twenty-nine times by both arms, F. S. Clark, amateur, Boston, Mass., Dec. 9, 1876.

QUOITING.—Wm. McGregor played 25 ringers in 11m. 30s., 50 in 20m., 70 in 30m., and 100 in 43m., Chelsea, Eng., July 6, 1878.

BICYCLING.

440 yards—America: $38\frac{1}{5}$ s., G. M. Hendee, against time, Springfield, Mass., Oct. 16, 1884.

880 yards—America: $1:18\frac{1}{5}$, Sanders Sellers, Springfield, Mass., Sept. 17, 1884.

1,320 yards—America: $1:59$, G. M. Hendee, against time, Springfield, Mass., Oct. 16, 1884.

1 mile—America: $2:39$, S. Sellers, Hartford, Conn., Sept. 9, 1884; $2:39$, J. S. Prince, Springfield, Mass., Sept. 17, 1884.

2 miles—England: $5:33\frac{2}{5}$, R. H. English, Sydenham, Sept. 11, 1884.

Professional—3m., $8:36\frac{2}{5}$, R. Howell, Springfield, Mass., Sept. 16, 1884.

10 miles—England: $28:58$, T. Battensly, Leicester, Aug. 23, 1884.

20 miles—England: $58:34$, F. J. Lees, Leicester, Aug. 2, 1884.

50 miles—England: $2.43:58\frac{1}{2}$, Ion Keith Falconer, London, July 29, 1882.

100 miles—England: $5.50:05\frac{2}{5}$, F. R. Fry, London, July 27, 1883.

Road-riding—100 miles: England— $7.11:10$, George Smith, amateur, Sept. 27, 1884.

Greatest distance ridden in one hour—20 miles 905yds., F. J. Lees, Leicester, Eng., Aug. 18, 1883.

Greatest distance ridden without dismounting—230 miles 469 yards, in 16h. 59m. 30s., H. Higham, London, Eng., March 18, 1880.

Fastest ten miles on grass— $34:12\frac{2}{5}$, H. A. Speechley, London, Eng., Sept. 20, 1884.

Riding without use of hands— $\frac{1}{4}$ m., $46\frac{2}{5}$ s.; $\frac{1}{2}$ m., $1:28\frac{3}{5}$; $\frac{3}{4}$ m., $2:14$, C. H. Chickering; 1m., $3:00\frac{2}{5}$, H. S. Wollison, Springfield, Mass., Sept. 17, 1884.

Ride and run—1m., $4:31\frac{2}{5}$, C. B. Ripley, Springfield, Mass., Sept. 18, 1884.

TRICYCLING.

440 yards—47s., H. J. Webb, Sydenham, Eng., July 12, 1884.

880 yards— $1:32\frac{1}{5}$, M. J. Lowndes, London, Eng., June 21, 1883.

1,320 yards— $2:18$, M. J. Lowndes, London, Eng., June 21, 1883.

1 mile—England: $3:03\frac{2}{5}$, H. A. Corsellis, Sydenham, July 21, 1884.

2 miles—England: $6:26\frac{3}{5}$, H. J. Webb, against time, Sydenham, Sept. 25, 1884.

3 miles—England: $9:45$, M. J. Lowndes, Surbiton, June 21, 1884.

4 miles—England: $13:03$, M. J. Lowndes, Surbiton, June 21, 1884.

5 miles—England: 16:19, M. J. Lowndes, Surbiton, June 21, 1884.

ROAD-RIDING.

100 miles—England: 7.35:00, single, H. J. Webb, Sept. 27, 1884.
24 hours—230 $\frac{3}{4}$ m., single, W. F. Sutton, Wood Green, London, to Catterick, Eng., Sept. 12, 13, 1884.

898 $\frac{1}{4}$ miles—7d. 19h., H. J. Webb, Land's-end, Penzance, Eng., to John O'Groat's, Scotland, Aug. 17-24, 1884. Returned towards Edinburgh next day, and on reaching Inverness had ridden 1,048 miles in 9d. 6h. 30m.

Miss J. Choice, South London T. C., rode 113 miles in 20h. 51m., over roads; actual riding time, just over 15h. 30m., London to Brighton and return, July 15, 16, 1883.

SKATING.

440 yards—America: 42 $\frac{1}{2}$ s., G. D. Phillips, straightaway, Courtlandt Lake, N. Y., Jan. 13, 1884.

880 yards—America: 1:30, straightaway, G. D. Phillips, New York City, Jan. 6, 1884.

1 mile—England: 3:00, straightaway, "Fish" Smart, Cowbit Wash, Lincolnshire, Jan. 20, 1881.

20 miles—America: 1.14:7 $\frac{1}{5}$, A. Paulsen, Brooklyn, Feb. 4, 1884.

RIFLE-SHOOTING.

POINTS.

75 out of 75—At 1,000 yards, W. H. Jackson, Boston, Mass., Aug. 13, 1879; J. K. Milner, Creedmoor, L. I., Sept. 14, 1876; C. H. Laird, Washington, D. C., Oct. 18, 1879, and others. At 200 yards, off-hand, Dr. W. F. Wilcox, Catskill, N. Y., May 3, 1882.

100 out of 100—At 200 yards, off-hand, W. M. Farrow, Boston, Mass., Oct. 15, 1882, and H. G. Bixby, Boston, April 6, 1880.

150 out of 150—Cale Maudlin, West. Union Junc., Aug. 27, 1884.

3,334 out of 3,600—American team, eight men, 800, 900. 1,000 yards, 30 shots at each distance, Creedmoor, L. I., Sept. 13, 14, 1877.

SAILING VESSELS.

New York to Liverpool, Eng.—13d. 1h. 25m., Red Jacket, 1854. From Hook to bar at Liverpool.

Yokohama, Japan, to San Francisco, Cal.—22 days, Carondelet, Capt. Stetson; arrived Sept. 22, 1881.

New Orleans to Liverpool—25 days, Richard Ryland, 1871.

Liverpool to Melbourne—62d., Jas. Baines; return in 60d.

Shanghai to New York—92d., Kathay, arrived Jan. 19, 1857.

New York to Melbourne, Australia—73 days, Nightingale.

Baltimore, Md., to Liverpool—13d. 7h., Mary Whiteridge.

Boston, Mass., to Liverpool—12d. 6h., James Baines.

AMERICAN COLLEGE RECORDS.

100-yards run—10s., Evert J. Wendell, Harvard, Cambridge, Mass., May 24, 1881.

150-yards run—15½s., H. S. Brooks, Jr., Yale, N. Y. City, May 24, 1884.

220-yards run—22⅔s., Wendell Baker, Harvard, N. Y. City, May 24, 1884.

440-yards run—50⅔s., H. S. Brooks, Jr., Yale, New Haven, Ct., May 19, 1883.

880-yards run—2m. ⅔s., W. H. Goodwin, Jr., Harvard, Cambridge, Mass., May 19, 1883.

1-mile run—4m. 37⅔s., T. De W. Cuyler, Yale, N. Y. City, May 29, 1880.

2-mile run—11m. 2s., E. C. Stimson, Dartmouth, Saratoga, N. Y., July 20, 1876.

3-mile run—16m. 21½s., E. C. Stimson, Dartmouth, Saratoga, N. Y., July 20, 1876.

120-yards hurdle-race—17½s., R. H. Mulford, Columbia, N. Y. City, May 24, 1884.

1-mile walk—7m. 4⅔s., Chas. Eldredge, Columbia, N. Y. City, Oct. 27, 1877.

2-mile walk—15m. 46⅔s., C. Eldredge, Columbia, N. Y. City, Oct. 27, 1877.

3-mile walk—25m. 16¾s., M. Caulmann, Cornell, Ithaca, N. Y., May 25, 1880.

7-mile walk—1h. 5m. 15½s., W. R. Taylor, Harvard, Saratoga, N. Y., July 15, 1875.

2-mile bicycle race—6m. 48s., R. G. Rood, Columbia, N. Y. City, May 11, 1883.

Running high-jump—5ft. 9¼in., C. H. Atkinson, Harvard, N. Y. City, May 24, 1884.

Standing high-jump—5ft. 1¼in., W. Soren, Harvard, N. Y. City, May 29, 1880.

Running long-jump—21ft. 3½in., O. Bodelsen, Columbia, N. Y. City, May 24, 1884.

Standing long-jump—10ft. 3⅝in., F. Larkin, Princeton, N. Y. City, May 9, 1879.

Pole-vaulting—10ft. 1in., H. P. Toler, Princeton, Princeton, N. J., May 10, 1883.

Throwing the hammer—88ft. 11in., C. H. Kip, Harvard, N. Y. City, May 26, 1883.

Putting the shot—37ft. 10in., M. Cuzner, McGill, Montreal, Can., Oct. 24, 1878.

Throwing the baseball—379ft. 6½in., R. H. Treman, Cornell, Ithaca, N. Y., May 17, 1879.

Valuable Information as to Population of, Distances, Fares, Express Companies, and Points of Departure to Prominent Points in the United States.

| Cities & Towns. | State | Pop'n | Distance | Time H M | Fares | | Express | Railways leaving New York City. |
|-----------------|-------|--------|----------|-------------|-----------------|---------------|---------|------------------------------------|
| | | | | | Unl't \$ cts | Lim \$ cts | | |
| Adrian..... | Mich | 9350 | 728 | 23.00 | 17.95 | 16.80 | U.S. | N.Y.Cent.via Detr. |
| Akron | Ohio | 16512 | 615 | 19.00 | 16.10 | 13.00 | Ad. | N.Y.L.E.& West. |
| Albany | N.Y. | 90903 | 143 | 4.30 | 3.10 | ..... | Am. | N.Y.Cent. & H.R.R. |
| Alexandria.... | Va. | 13658 | 235 | 8.00 | ..... | 6.70 | Ad. | Penn.R.R.via Wash. |
| Allegheny City | Pa. | 78681 | 445 | 13.00 | 13.00 | ..... | Ad. | Penn. R. R. via Pitts |
| Allentown..... | Pa. | 20000 | 98 | 3.00 | 2.75 | ..... | Ad. | Lehigh Valley R. R. |
| Altoona..... | Pa. | 19719 | 328 | 8.40 | 9.45 | ..... | Ad. | Penn. R. R. |
| Alton..... | Ill. | 9500 | 1043 | 30.00 | 30.85 | 24.00 | Am. | N. Y. Cent.via Chi. |
| Amsterdam.... | N.Y. | 11711 | 176 | 5.30 | 3.60 | ..... | Am. | N. Y.Cent.&H.R.R. |
| Amover..... | Mass | 5070 | 258 | 7.30 | ..... | 6.13 | Ad. | N.Y.& N.H.via Bost |
| Annapolis..... | Md. | 6500 | 228 | 7.20 | 6.70 | ..... | U.S. | Penn. R.R.via Balti. |
| Ann Arbor..... | Mich | 7922 | 717 | 22.00 | 22.15 | 17.00 | Am. | N.Y.CenR.R.via Det |
| Appleton..... | Wis. | 8005 | 1084 | 32.00 | 33.05 | 26.55 | Am. | N.Y.Cent.via Chi. |
| Ashland..... | Pa. | 6014 | 171 | 6.00 | 4.70 | ..... | Ad. | Phil.& Reading R.R. |
| Astoria..... | Ore. | 6500 | 3421 | 150.00 | 149.15 | 135.00 | Ad. | Penn.R.R.via St Lo. |
| Atchison..... | Kan. | 15106 | 1395 | 48.00 | 39.00 | 31.75 | U.S. | Penn.R.R.via St.Lo. |
| Athens..... | Ga. | 5870 | 854 | 34.00 | 24.00 | ..... | Ad. | Penn.R.R.via Wash. |
| Atlanta..... | Ga. | 37409 | 854 | 31.00 | 24.00 | ..... | Ad. | Penn.R.R.via Wash. |
| Atlantic City.. | N.J. | 5478 | 150 | 5.00 | 3.25 | ..... | Ad. | Penn. R. R. |
| Attleboro..... | Mass | 11111 | 199 | 6.00 | 5.20 | ..... | Ad. | N.Y.& N.H.via Prov |
| Auburn..... | Me. | 9600 | 473 | 13.00 | 8.75 | ..... | Ad. | N.Y. & N.H.via Bos. |
| Auburn..... | N.Y. | 21924 | 317 | 8.30 | 6.50 | ..... | Am. | N.Y. Cent.via Syra. |
| Augusta..... | Ga. | 23023 | 804 | 32.00 | 23.00 | ..... | Ad. | Penn.R.R.via Wash. |
| Augusta..... | Me. | 8682 | 400 | 14.00 | 9.64 | ..... | Ad. | N.Y.& N.H.via Bos. |
| Aurora..... | Ill. | 11825 | 937 | 26.00 | 18.50 | ..... | Am. | N.Y.Cent.via Chi. |
| Austin..... | Tex. | 10960 | 1956 | 81.00 | 57.00 | 48.20 | Ad. | Penn.R.R.via St. Lo |
| Baltimore..... | Md. | 333190 | 188 | 5.00 | ..... | 5.50 | Ad. | Penn. R.R.via Phil. |
| Bangor | Me. | 16857 | 474 | 17.00 | ..... | 11.50 | Ad. | N.Y.& N.H. via Bos. |
| Batavia..... | N.Y. | 7500 | 404 | 12.30 | 8.30 | ..... | Am. | N.Y. Central R. R. |
| Batavia..... | Ill. | 5000 | 938 | 27.00 | 24.90 | 21.65 | Am. | Penn.R.R.via Chi. |
| Bath..... | Me. | 7881 | 376 | 13.00 | ..... | 8.75 | Ad. | N.Y.& N.H.via Bos. |
| Baton Rouge.. | La. | 7197 | 1463 | 61.00 | ..... | 39.00 | Ad. | Penn. R.R. via Cin. |
| Battle Creek... | Mich | 10060 | 800 | 25.00 | 23.85 | 18.65 | Am. | N.Y.L.E.& W.via To |
| Bay City..... | Mich | 29413 | 778 | 32.00 | 24.40 | 17.80 | Am. | N.Y.C.R.R.via Buf. |
| Bayonne..... | N.J. | 9372 | 6 | 20 | ..... | 15 | Loc | New Jersey Central. |
| Bay St. Louis.. | Miss | 8000 | 1626 | 57.00 | ..... | 37.00 | Ad. | Penn.R.R.via Cincin |
| Belfast | Me. | 5303 | 467 | 15.00 | ..... | 11.25 | Ad. | N.Y. & N.H. via Bos. |
| Bellaire..... | Ohio | 8000 | 539 | 18.00 | 14.80 | 14.00 | Ad. | Penn. R. R. via Pitts |
| Belleville..... | Ill. | 10682 | 1082 | 36.00 | ..... | 19.50 | Ad. | Penn. R. R. via Pitts |
| Beloit..... | Wis. | 5000 | 1003 | 29.00 | ..... | 25.00 | Am. | Penn. R.R.via Chi. |
| Bergen Point.. | N.J. | 5000 | 7 | 25 | ..... | 25 | Ad. | New Jersey Central |
| Bethlehem..... | Pa. | 5000 | 92 | 3.05 | 2.60 | ..... | Ad. | Phil. & Read. R. R. |
| Beverly..... | Mass | 7865 | 248 | 8.00 | 5.90 | ..... | Ad. | N.Y. & N.H.via Bost |
| Biddeford | Me. | 12652 | 321 | 11.00 | ..... | 8.00 | Ad. | N.Y. & N.H.via Bost |
| Binghampton.. | N.Y. | 17315 | 207 | 8.00 | 6.15 | ..... | Ad. | D.L. & W.R.R. |
| Bismarck..... | Dak. | 8000 | 1760 | 40.00 | ..... | 51.20 | Am. | N.Y.Cent.via Chi. |
| Blackstone | Mass | 5000 | 192 | 6.00 | 5.70 | ..... | Ad. | N.Y. & N.H. |
| Bloomfield..... | N.J. | 5648 | 12 | 30 | 30 | ..... | Ad. | D.L. & W.R.R. |
| Bloomington... | Ill. | 17184 | 1026 | 31.00 | ..... | 26.00 | Am. | Penn.R.R.via Indian |
| Bordentown... | N.J. | 6003 | 63 | 1.45 | 2.30 | ..... | Ad. | Penn.R.R. |

| Cities & Towns. | State | Pop'n | Distance | Time H M | Fares | | Express | Railways leaving New York City. |
|---------------------|-------|--------|----------|-------------|-----------------|---------------|---------|------------------------------------|
| | | | | | Unl't \$ cts | Lim \$ cts | | |
| Boston..... | Mass | 362535 | 234 | 6.30 | ..... | 5.00 | Ad. | N.Y. & N.H. via Sprin |
| " | " | " | 219 | 6.30 | ..... | 5.00 | Ad. | N.Y. & N.H. |
| " | " | " | 232 | 6.30 | ..... | 5.00 | Ad. | N.Y. & N.H. via Prov. |
| " | " | " | 240 | 11.00 | ..... | 4.00 | Ad. | Via Norwich Line |
| " | " | " | 215 | 11.00 | ..... | 4.00 | Ad. | Via Fall River Strs. |
| " | " | " | 215 | 11.00 | ..... | 4.00 | Ad. | Via Stonington Line |
| Bowling Green | Ken. | 5114 | 981 | 35.00 | 28.55 | 24.90 | Ad. | Penn. R.R. via Cincin |
| Bradford | Pa. | 9197 | 419 | 15.00 | 9.60 | ..... | Am. | N.Y. L.E. & W.R.R. |
| Bridgeport..... | Ct. | 29148 | 56 | 1.50 | 1.30 | ..... | Ad. | N.Y. & N.H.R.R. |
| " | " | " | 65 | 4.00 | ..... | 25 | Loc | Str. Crystal Wave |
| " ..... | " | " | " | " | ..... | 40 | Ad. | Steamer Rosedale |
| Bridgeton | N. J. | 8722 | 128 | 4.00 | 3.25 | ..... | Ad. | Penn. R.R. via Phil. |
| Bristol..... | R. I. | 6028 | 208 | 5.50 | 5.30 | ..... | Ad. | N.Y. & N.H. via Prov |
| Bristol..... | Pa. | 5474 | 72 | 2.20 | 2.02 | ..... | Ad. | Penn. R. R. |
| Brockton..... | Mass | 13608 | 250 | 8.00 | ..... | 6.00 | Ad. | N.Y. & N.H. via Bos. |
| Brookline..... | Mass | 8100 | 230 | 7.00 | ..... | 5.25 | Ad. | N.Y. & N.H. via Bost |
| Brooklyn..... | N. Y. | 566689 | 1 | 05 | 02 | ..... | Loc | Ferries and Bridge |
| Brunswick..... | Me. | 5384 | 367 | 13.00 | ..... | 8.75 | Ad. | N.Y. & N.H. via Bost |
| Buffalo..... | N. Y. | 202818 | 441 | 11.00 | 9.25 | ..... | Am. | N.Y. Central R. R. |
| " | " | " | 423 | 12.00 | 9.25 | ..... | Ad. | N.Y. L.E. & West. |
| " | " | " | 410 | 14.00 | 9.25 | ..... | Ad. | D.L. & W.R.R. |
| Burlington | Ia. | 19450 | 1106 | 34.00 | 32.70 | 26.20 | Am. | N. Y. Cent. via Chi. |
| Burlington | N. J. | 7655 | 72 | 2.25 | 2.00 | ..... | Ad. | Penn. R. R. |
| Burlington | Vt. | 11364 | 302 | 12.00 | 8.25 | ..... | Nat | N.Y.C. via C. Verm't. |
| Butte City..... | Mon. | 9000 | 2660 | 106.00 | 94.00 | ..... | U.S. | N.Y. Cent. via Chi. |
| Cairo..... | Ill. | 9017 | 1080 | 36.00 | 32.05 | 25.25 | Ad. | Penn. R. R. via Pitts |
| Calumet..... | Mich | 8291 | 1383 | 48.00 | 40.00 | ..... | Am. | N.Y. Cent. via Chi. |
| Cambridge..... | Mass | 52740 | 234 | 7.00 | ..... | 5.50 | Ad. | N.Y. & N.H. via Bos. |
| Camden..... | N. J. | 41658 | 91 | 2.20 | 2.50 | ..... | Ad. | Penn. R.R. |
| Canandaigua.. | N. Y. | 5679 | 366 | 12.27 | 7.54 | ..... | Am. | N.Y. Cent. via Syra. |
| Canton..... | Ohio | 20000 | 545 | 18.30 | 15.55 | 13.55 | Ad. | Penn. R. R. via Pitts |
| Carbondale.... | Pa. | 7814 | 160 | 6.00 | 6.90 | ..... | Ad. | D.L. & W.R.R. |
| Carlisle..... | Pa. | 6198 | 215 | 8.00 | 6.10 | ..... | Ad. | Penn. R.R. via H'burg |
| Catskill..... | N. Y. | 5000 | 110 | 3.45 | 2.25 | ..... | Am. | West Shore R. R. |
| Cedar Rapids.. | Ia. | 10104 | 1131 | 33.00 | ..... | 28.00 | Am. | N.Y. Cent. via Chi. |
| Chambersburg | Pa. | 7500 | 249 | 9.30 | 7.10 | ..... | Ad. | Penn. R. R. |
| Champaign.... | Ill. | 5314 | 940 | 30.00 | ..... | 27.35 | Am. | Penn. R.R. via Indian |
| Charleston..... | S.C. | 50000 | 804 | 29.00 | ..... | 23.00 | Ad. | Penn. R.R. via Wash. |
| " ..... | " | " | ..... | ..... | ..... | ..... | Ad. | Charleston Steam'rs |
| Charlestown... Mass | Mass | 33652 | 232 | 7.00 | ..... | 5.55 | Ad. | N.Y. & N.H. via Bos. |
| Charlotte..... | N.C. | 8612 | 587 | 23.20 | ..... | 19.25 | Ad. | Penn. R.R. via Rich. |
| Charlottesville. | Va. | 5000 | 345 | 14.00 | 12.25 | 10.95 | Ad. | Penn. R.R. via Wash. |
| Chattanooga .. | Tenn | 12892 | 852 | 34.00 | ..... | 23.75 | Ad. | Penn. R.R. via Rich |
| Chelsea..... | Mass | 21785 | 237 | 7.30 | ..... | 5.60 | Ad. | N.Y. & N.H. via Bos. |
| Chester..... | Pa. | 14996 | 104 | 3.00 | 2.90 | ..... | Ad. | Penn. R.R. via Phil. |
| Cheyenne..... | Wyo | 5060 | 1909 | 76.00 | 58.50 | 50.75 | Am. | Penn. R.R. via Chi. |
| Chicago..... | Ill. | 503304 | 899 | 26.00 | 24.00 | ..... | U.S. | N.Y. L.E. & W. |
| " | " | " | 923 | 24.00 | 24.00 | ..... | Am. | N. Y. Central |
| " | " | " | 912 | 24.00 | 24.00 | ..... | Ad. | Penn. R. R. |
| Chicopee..... | Mass | 11325 | 139 | 4.20 | 3.40 | ..... | Ad. | N.Y. & N.H. |
| Chillicothe.... | Mo. | 5885 | 1276 | 41.00 | 37.10 | 30.40 | Am. | Penn. R. R. via Pitts |
| Chillicothe.... | Ohio | 10038 | 855 | 27.00 | 19.50 | 16.25 | Ad. | " " " |
| Cincinnati..... | Ohio | 255708 | 757 | 21.00 | ..... | 20.00 | Ad. | " " " |
| Circleville.... | Ohio | 6000 | 662 | 23.00 | ..... | 19.50 | Ad. | " " " |
| Clarksville.... | Tenn | 5010 | 1044 | 35.00 | 30.45 | 26.95 | Ad. | " " " |
| Cleveland..... | Ohio | 160142 | 593 | 17.00 | ..... | 14.25 | Ad. | " " " |

| Cities & Towns. | State | Pop'n | Distance | Time H M | Fares | | Express | Railways leaving New York Clty. |
|-----------------|-------|--------|----------|-------------|-----------------|----------------|---------|------------------------------------|
| | | | | | Unl't \$ cts | Linn \$ cts | | |
| Cleveland..... | Ohio | 160142 | 626 | 19.00 | ..... | 14.25 | Am. | N.Y.C.via Buffalo |
| Clinton..... | Ohio | 9068 | 1031 | 31.00 | 30.75 | 24.25 | Ad. | N.Y.C.via Chicago |
| Clinton..... | Mass | 10000 | 207 | 6.00 | ..... | 5.04 | Ad. | N.Y.& N.H.via Wor. |
| Cohoes..... | N.Y. | 19417 | 150 | 5.00 | 3.30 | ..... | Am. | N.Y. Central. |
| Columbia..... | S.C. | 10040 | 695 | 28.00 | ..... | 22.00 | Ad. | Penn.R.R.via Wash. |
| Columbia..... | Pa. | 8541 | 170 | 5.30 | 4.90 | ..... | Ad. | Penn. R. R. |
| Columbus..... | Ga. | 12000 | 1025 | 40.00 | ..... | 28.00 | Ad. | Penn.R.R.via Wash. |
| Columbus..... | Miss | 5350 | 1311 | 53.00 | 39.95 | 32.90 | Ad. | Penn.R.R.via Wash. |
| Columbus..... | Ohio | 51665 | 638 | 20.30 | ..... | 17.50 | Ad. | Penn. R. R. via Pitts. |
| Concord..... | N.H. | 13838 | 280 | 10.00 | 6.64 | ..... | Ad. | N.Y.& N.H.via Bos. |
| Corry..... | Pa. | 5418 | 474 | 14.00 | 11.70 | ..... | U.S. | N.Y.L.E. & W.R.R. |
| Council Bluffs. | Ia. | 20000 | 1400 | 49.00 | ..... | 38.00 | U.S. | N.Y.Cent.via Chic. |
| Covington..... | Ky. | 29720 | 757 | 21.00 | ..... | 20.00 | Ad. | Penn.R.R. |
| Crawfordville.. | Ind. | 5000 | 865 | 28.00 | ..... | 23.00 | Am. | Penn.R.R.via Ind. |
| Creston..... | Ia. | 5116 | 1308 | 42.00 | 38.40 | 31.90 | Am. | Penn.R.R.via Chi. |
| Cumberland... | Md. | 10666 | 380 | 11.00 | ..... | 10.80 | Ad. | Penn. R.R.via Balti. |
| Dallas..... | Tex | 19358 | 1721 | 68.00 | ..... | 47.90 | Am. | Penn.R.R.via St.Lo. |
| Danbury..... | Ct. | 11660 | 89 | 3.30 | 2.65 | ..... | Ad. | N.Y.& N.Haven. |
| Danvers..... | Mass | 6500 | 249 | 8.00 | ..... | 7.00 | Ad. | N.Y.& N.Haven. |
| Danville..... | Ill. | 7751 | 905 | 28.00 | ..... | 26.35 | Am. | Penn.R.R.via Ind. |
| Danville..... | Pa. | 7934 | 217 | 8.00 | 5.65 | ..... | U.S. | D.L.& W.R.R. |
| Danville..... | Va. | 7536 | 446 | 18.00 | ..... | 14.00 | Ad. | Penn.R.R.via Wash. |
| Davenport..... | Ia. | 21834 | 1082 | 33.00 | ..... | 31.70 | Am. | Penn.R.R.via Chic. |
| Dayton..... | Ohio | 38677 | 802 | 26.00 | ..... | 19.00 | Am. | N.Y.L.E.& W.R.R. |
| Deadwood..... | Dak. | 5000 | 2219 | 116.00 | ..... | 74.60 | Am. | N.Y. Cent.via Chic. |
| Decatur..... | Ill. | 9449 | 969 | 30.00 | ..... | 28.40 | Am. | Penn.R.R.via Ind. |
| Dedham..... | Mass | 6202 | 242 | 7.30 | ..... | 5.25 | Ad. | N.Y.& N.H.via Prov. |
| Defiance..... | Ohio | 5911 | 756 | 26.30 | ..... | 20.95 | U.S. | N.Y. Cent.via Cleve. |
| Delaware..... | Ohio | 7000 | 708 | 21.00 | ..... | 19.20 | Am. | N.Y. Cent.via Cleve. |
| Denver..... | Col. | 35630 | 1973 | 70.00 | ..... | 53.50 | Ad. | Penn.R.R.via St. Lo |
| Des Moines.... | Ia. | 22408 | 1268 | 41.00 | ..... | 30.00 | Am. | N.Y.Cent.via Chic. |
| Detroit..... | Mlch | 133269 | 679 | 20.00 | ..... | 16.25 | Am. | N.Y.C.via S. Bridge |
| "..... | " | " | 635 | 21.00 | ..... | 16.25 | U.S. | D.L.& W.via Buffalo |
| Dover..... | N.H. | 11687 | 300 | 9.00 | ..... | 7.93 | Ad. | N.Y.& N.H.via Bost |
| Dubuque..... | Ia. | 22254 | 1087 | 33.00 | ..... | 32.00 | Am. | N.Y.Cent.via Chic. |
| Duluth..... | Min. | 4000 | 1476 | 50.00 | ..... | 41.13 | U.S. | N.Y. Cent.via Chic. |
| Dunkirk..... | N.Y. | 6900 | 460 | 18.00 | 10.25 | ..... | U.S. | N.Y.L.E. & West |
| Easton..... | Pa. | 11924 | 81 | 3.00 | 2.25 | ..... | Ad. | Lehigh Valley R.R. |
| East Orange... | N.J. | 8349 | 13 | 1.00 | 30 | ..... | Ad. | Penn. R. R. |
| East Saginaw.. | Mich | 29100 | 720 | 23.00 | 24.00 | 17.75 | Am. | N.Y.L.E.& W.via Buf |
| East St. Louis. | Ill. | 10000 | 1061 | 29.00 | ..... | 19.00 | Am. | Penn.R.R.via Pitts. |
| Eau Claire.... | Wis. | 10118 | 1234 | 38.00 | 38.45 | 31.95 | Am. | Penn.R.R.via Chic. |
| Elgin..... | Ill. | 10040 | 948 | 27.00 | 28.10 | ..... | Am. | " " " |
| Elizabeth..... | N.J. | 28229 | 12 | 45 | 30 | ..... | Loc | Penn. R. R. |
| Elkhart..... | Ind. | 6939 | 838 | 31.00 | 23.75 | 19.00 | U.S. | N.Y. Cent.via Cleve. |
| Ellsworth..... | Me. | 5051 | 500 | 18.00 | 12.00 | ..... | Ad. | N.Y.& N.H.via Bost |
| Elmira..... | N.Y. | 20541 | 264 | 10.00 | 7.25 | ..... | U.S. | D.L.& W.R.R. |
| Elyria..... | Ohio | 5000 | 631 | 18.00 | 17.30 | 13.80 | Am. | N.Y.Cent.via Cleve |
| Emporia..... | Kan. | 5000 | 1461 | 46.00 | 42.35 | 35.10 | Ad. | Penn.R.R.via St.Lo. |
| Erie..... | Pa. | 27730 | 508 | 17.00 | 13.75 | 11.60 | Am. | N.Y.C.R.R.via Buf. |
| Eureka Springs | Ark | 5000 | 1397 | 58.00 | ..... | 88.45 | Ad. | Penn.R.R.via St Lo. |
| Evansville..... | Ind. | 29280 | 980 | 40.00 | 28.85 | 24.05 | Ad. | Penn.R.R.via Pitts. |
| Fall River.... | Mass | 49006 | 182 | 11.00 | 3.00 | ..... | Ad. | Fall River Steamers |
| Fargo..... | Dak. | 10000 | 1565 | 67.00 | ..... | 43.40 | Am. | Penn.R.R.via Chic. |
| Faribault..... | Min. | 5428 | 1356 | 46.00 | 39.25 | 32.00 | U.S. | " " " |
| Fernandina.... | Fla. | 3000 | 1098 | 35.00 | 38.10 | 31.00 | Ad. | Penn.R.R.via Wash. |

| Cities & Towns. | State | Pop'n | Distance | Time | | Fares | | Express | Railways leaving New York City |
|-----------------|-------|-------|----------|-------|---|--------|--------|---------|-----------------------------------|
| | | | | | | Unl't | Lim | | |
| | | | | H | M | \$ cts | \$ cts | | |
| Fitchburg | Mass | 12405 | 218 | 8.00 | | 5.34 | ..... | Ad. | N.Y. & N.H. via Sprin |
| Flint | Mich | 9019 | 684 | 24.00 | | 23.00 | 16.95 | Am. | N.Y. Cent. via Detr. |
| Fond Du Lac.. | Wis. | 13091 | 1060 | 33.00 |  | ..... | 27.00 | Am. | N.Y. Cent. via Chi. |
| Fort Scott..... | Kan | 5512 | 1364 | 49.00 | | 36.00 | ..... | Ad. | Penn. R.R. via St. Lo. |
| Fort Wayne... | Ind. | 26880 | 764 | 24.00 | | 18.50 | ..... | Ad. | Penn. R. R. via Pitts |
| Fort Worth.... | Tex. | 7000 | 1744 | 65.00 | | 53.25 | 44.40 | Ad. | Penn. R.R. via St. Lo. |
| Framingham.. | Mass | 5720 | 209 | 6.00 | | 5.00 | ..... | Ad. | N.Y. & N.H. via Sprin |
| Frankfort | Ken. | 6979 | 878 | 28.00 | | 25.00 | ..... | Ad. | Penn. R.R. via Cincin |
| Franklin | Pa. | 5500 | 543 | 19.00 | | 13.80 | 12.60 | Ad. | N.Y. L.E. & W.R.R. |
| Frederick | Md. | 8659 | 239 | 10.00 | | 7.25 | ..... | Ad. | Penn. R.R. via Col Pa |
| Frederick 'burg | Va. | 5000 | 247 | 9.25 | | 8.20 | ..... | Ad. | Penn. R.R. via Wash. |
| Freeport | Ill. | 10000 | 933 | 31.30 | | 30.00 | 23.50 | Am. | Penn. R.R. via Chi. |
| Fremont | Ohio | 8496 | 688 | 19.00 | | 18.95 | 16.70 | Am. | N.Y. Cent. via Cleve. |
| Frostburg | Md. | 6000 | 397 | 12.00 | | 11.50 | ..... | Ad. | Penn. R.R. via Balt. |
| Galena | Ill. | 8209 | 1095 | 38.00 | | 31.00 | 25.05 | Am. | N.Y. Cent. via Chi. |
| Galesburg | " | 11446 | 1075 | 31.40 | | 30.00 | 24.90 | Am. | " " " |
| Galion | Ohio | 5635 | 689 | 21.00 | | 20.50 | ..... | Am. | " " " |
| Galveston | Tex. | 22253 | 1788 | 71.00 | | 57.60 | 46.95 | Ad. | Penn. R.R. via Wash |
| " | " | " | " | " | " | " | " | " | Mallory's Steamers. |
| Geneva | N. Y. | 5861 | 343 | 10.00 | | 7.00 | ..... | Am. | N.Y. Central R. R. |
| Georgetown... | D. C. | 12578 | 228 | 6.05 |  | ..... | 6.50 | Ad. | Penn. R.R. via Balt. |
| Gloucester.... | Mass | 19329 | 261 | 8.30 |  | ..... | 6.88 | Ad. | N.Y. & N.H. via Bost |
| Groversville... | N. Y. | 7400 | 210 | 6.30 | | 4.25 | ..... | Am. | N.Y. Cent. via Fonda. |
| Grand Haven... | Mich | 5914 | 859 | 23.00 | | 25.70 | 20.00 | Am. | N.Y. Cent. via Detr. |
| Grand Rapids.. | " | 41934 | 828 | 21.30 | | 24.70 | 19.00 | Am. | " " " |
| Great Falls.... | N. H. | 8000 | 303 | 9.00 |  | ..... | 7.60 | Ad. | N.Y. & N.H. via Bost |
| Green Bay.... | Wis. | 7479 | 1110 | 33.00 | | 33.75 | 27.25 | Am. | N.Y. Cent. via Chi. |
| Greenbush.... | N. Y. | 5021 | 143 | 4.00 | | 3.00 | ..... | Am. | N. Y. Central |
| Greensboro... | N. C. | 5000 | 494 | 20.00 |  | ..... | 16.10 | Ad. | Penn. R.R. via Wash. |
| Greenville.... | S. C. | 6155 | 720 | 27.30 |  | ..... | 23.15 | Ad. | " " " |
| Greenwich.... | Ct. | 7965 | 28 | 1.00 | | 62 | ..... | Ad. | N.Y. & N.H. |
| Goldsboro | N. C. | 3415 | 621 | 27.00 |  | ..... | 14.80 | Ad. | Penn. R.R. via Wash. |
| Hagerstown... | Md. | 7099 | 270 | 10.00 |  | ..... | 7.75 | Ad. | Penn. R. R. |
| Hamilton | Ohio | 12122 | 782 | 24.00 | | 20.90 | 18.00 | U.S. | Penn. R. R. via Pitts |
| Hannibal | Mo. | 11074 | 1118 | 35.00 | | 32.95 | 26.25 | U.S. | Penn. R.R. via Quinc. |
| Harrisburgh... | Pa. | 30760 | 196 | 6.45 | | 5.50 | ..... | Ad. | Penn. R. R. |
| Hartford | Ct. | 42553 | 110 | 3.45 | | 2.65 | ..... | Ad. | N.Y. & N.H. |
| " | " | " | 150 | 14.00 | | 1.25 | ..... | Ad. | Steamers Peck Slip. |
| Haverhill | Mass | 18475 | 263 | 8.00 |  | ..... | 6.93 | Ad. | N.Y. & N. H. via Bos. |
| Hazleton | Pa. | 7546 | 147 | 4.45 | | 4.40 | ..... | U.S. | Lehigh Valley R. R. |
| Helena | Mon. | 8000 | 2476 | 99.00 |  | ..... | 94.00 | Am. | N.Y. Cent. via Chi. |
| Henderson | Ky. | 6573 | 990 | 33.00 | | 29.35 | ..... | Ad. | Penn. R. R. via Pitts |
| Hoboken | N. J. | 30999 | 1 | 10 | | 03 | ..... | Loc | Ferry at Barclay St |
| Holyoke | Mass | 21857 | 145 | 4.32 | | 3.50 | ..... | Ad. | N.Y. & N.H. R.R. |
| Honesdale.... | Pa. | 7000 | 136 | 5.20 | | 4.40 | ..... | U.S. | N.Y. L.E. & W. |
| Hornellsville.. | N. Y. | 8200 | 332 | 10.30 | | 8.50 | ..... | U.S. | " " " |
| Houston | Tex. | 18646 | 1735 | 66.00 | | 56.10 | 45.45 | Ad. | Penn. R. R. |
| Hudson | N. Y. | 8770 | 114 | 3.20 | | 2.28 | ..... | Am. | N.Y. C. & H.R.R. |
| Huntsville.... | Ala. | 6500 | 958 | 38.00 | | 31.45 | 26.65 | Ad. | Penn. R.R. |
| Hyde Park.... | Mass | 7090 | 222 | 7.00 |  | ..... | 5.00 | Ad. | N.Y. & N.H. via Prov. |
| Indianapolis... | Ind. | 75074 | 817 | 25.00 |  | ..... | 21.00 | Ad. | Penn. R.R. via Pitts. |
| Iowa City | Ia. | 8865 | 1136 | 35.00 | | 30.00 | ..... | Am. | N.Y. Cent. via Chic. |
| Ironton | Ohio | 9000 | 969 | 30.00 | | 27.00 | ..... | Ad. | N.Y. Cent. via Toledo |
| Ishpeming.... | Mich | 6843 | 1205 | 41.00 | | 40.95 | 34.95 | Am. | N.Y. Cent. via Chic. |
| Ithaca | N. Y. | 9140 | 262 | 9.30 | | 7.10 | ..... | U.S. | D. L. & W. via Owego. |
| Jackson | Mich | 19136 | 755 | 19.00 | | 21.85 | 17.35 | Am. | N.Y. Cent. via Detr. |

| Cities & Towns. | State | Pop'n | Distance | Time H M | Fares | | Express | Railways leaving New York City. |
|------------------|-------|--------|----------|-------------|-----------------|---------------|---------|------------------------------------|
| | | | | | Unl't \$ cts | Lim \$ cts | | |
| Madison..... | Wis. | 10325 | 1051 | 31.00 | 26.00 | ..... | Am. | N. Y. Cent. via Chi. |
| Mahaney City.. | Pa. | 7350 | 160 | 5.20 | 4.40 | ..... | Ad. | Lehigh Valley R. R. |
| Malden..... | Mass | 12017 | 235 | 7.15 | ..... | 5.75 | Ad. | N. Y. & N. H. via Bost |
| Manchester.... | Ct. | 6462 | 118 | 4.10 | ..... | 3.00 | Ad. | N. Y. & N. H. via Hart |
| Manchester.... | N. H. | 32630 | 262 | 8.00 | ..... | 6.54 | Ad. | N. Y. & N. H. via Bos. |
| Manchester.... | Va. | 6035 | 306 | 12.00 | 10.35 | ..... | Ad. | Penn. R. R. via Rich. |
| Manitowoc | Wis. | 6563 | 1062 | 33.00 | 29.00 | 25.75 | Am. | Penn. R. R. via Chi. |
| Mankato..... | Min. | 6000 | 1299 | 43.00 | 40.15 | 33.65 | Am. | " " " |
| Mansfield..... | Ohio | 9992 | 682 | 20.30 | 17.75 | 15.25 | Ad. | N. Y. L. E. & W. via Sal |
| Marblehead.... | Mass | 7400 | 247 | 7.30 | ..... | 5.85 | Ad. | N. Y. & N. H. via Bos. |
| Marietta..... | Ohio | 6000 | 598 | 21.00 | 18.00 | 14.60 | Ad. | Penn. R. R. via Pitts |
| Marlboro..... | Mass | 10126 | 216 | 6.30 | ..... | 5.50 | Ad. | N. Y. & N. H. via Fram |
| Marquette..... | Mich | 5612 | 1112 | 42.00 | 31.50 | 28.50 | Ad. | N. Y. Cent. via Detr. |
| Marshall..... | Tex. | 5657 | 1629 | 58.00 | 48.45 | 39.60 | Am. | Penn. R. R. via St. Lo. |
| Marshalltown.. | Ia. | 6400 | 1200 | 38.00 | 31.00 | ..... | Am. | Penn. R. R. via Chic. |
| Martinsburg... | W. V | 6384 | 302 | 10.00 | 8.45 | ..... | B. O | Penn. R. R. via Balt. |
| Massillon..... | Ohio | 6754 | 554 | 17.00 | 15.80 | 13.70 | Ad. | Penn. R. R. via Pitts |
| Mattoon..... | Ill. | 6000 | 945 | 30.00 | 26.35 | 22.85 | Am. | " " " |
| Mauch Chunk.. | Pa. | 5603 | 107 | 5.00 | 3.60 | ..... | Ad. | Lehigh Valley R. R. |
| Maysville..... | Ky. | 6500 | 887 | 26.00 | 26.00 | ..... | Ad. | Penn. R. R. via Pitts |
| Meadville..... | Pa. | 10500 | 515 | 15.10 | 13.50 | 12.45 | Ad. | N. Y. L. E. & W. via Sal |
| Medford..... | Mass | 7554 | 236 | 7.25 | ..... | 5.62 | Ad. | N. Y. & N. H. via Bos. |
| Memphis..... | Ten. | 33593 | 1161 | 38.00 | 30.00 | ..... | ..... | Penn. R. R. via Cinc. |
| Menomonee.... | Wis. | 5578 | 1178 | 36.00 | 35.75 | 32.00 | Am. | Penn. R. R. via Chic. |
| Merriden..... | Ct. | 18340 | 91 | 2.35 | 2.20 | ..... | Ad. | N. Y. & N. H. |
| Michigan City.. | Ind. | 7500 | 905 | 30.00 | 22.40 | 20.00 | Am. | N. Y. Cent. via Toledo |
| Middletown.... | Ct. | 11731 | 97 | 4.10 | 2.65 | ..... | Ad. | N. Y. & N. H. via Berl. |
| Middletown.... | N. Y. | 8700 | 67 | 4.00 | 2.05 | ..... | U. S. | N. Y. L. E. & W. R. R. |
| Milford..... | Mass | 9310 | 226 | 7.30 | ..... | 6.75 | Ad. | N. Y. & N. H. via S. Fra |
| Millville..... | N. J. | 8000 | 130 | 4.30 | 3.45 | ..... | Ad. | New Jersey Central |
| Milwaukee | Wis. | 115578 | 985 | 30.00 | 25.00 | ..... | Am. | Penn. R. R. via Chic. |
| Minersville | Pa. | 5090 | 163 | 7.30 | 4.70 | ..... | Ad. | Phil. & Read. via Rea. |
| Minneapolis ... | Min. | 100000 | 1332 | 36.00 | 35.00 | ..... | Am. | Penn. R. R. via Chi. |
| Moberly..... | Mo. | 6070 | 1188 | 35.00 | ..... | 22.00 | U. S. | Penn. R. R. via Han. |
| Mobile..... | Ala. | 31205 | 1232 | 44.00 | 44.15 | 34.65 | Ad. | Penn. R. R. |
| Moline..... | Ill. | 7740 | 1156 | 38.00 | 28.35 | 25.10 | Am. | Penn. R. R. via Chi. |
| Monmouth..... | Ill. | 5004 | 1101 | 36.00 | 28.65 | 25.40 | Am. | " " " |
| Montclair..... | N. J. | 5146 | 14 | 1.00 | 35 | ..... | Loc | D. L. & W. R. R. |
| Monroe..... | Mich | 5216 | 710 | 23.00 | 17.25 | 16.25 | Am. | N. Y. Cent. via Cleve. |
| Montgomery... | Ala. | 16714 | 1053 | 37.00 | 29.25 | ..... | Ad. | Penn. R. R. via Wash |
| Morristown.... | N. S. | 5446 | 31 | 1.00 | 1.00 | ..... | Ad. | D. L. & W. R. R. |
| Mount Vernon.. | Ohio | 5400 | 705 | 23.00 | 17.70 | 15.25 | Ad. | N. Y. Cent. via Cleve |
| Muncie..... | Ind. | 5221 | 829 | 26.00 | 21.15 | 18.25 | Am. | Penn. R. R. via Pitts. |
| Muscatine..... | Ia. | 8394 | 1119 | 35.00 | 29.30 | 26.05 | Am. | Penn. R. R. via Chi. |
| Muskegon..... | Mich | 17845 | 875 | 27.00 | 21.65 | 20.40 | Am. | N. Y. Cent. via Detr. |
| Nashua..... | N. H. | 13397 | 236 | 7.15 | 6.04 | ..... | Ad. | N. Y. & N. H. via Wor. |
| Nashville..... | Ten. | 43461 | 1003 | 33.00 | 30.45 | 26.00 | Ad. | Penn. R. R. via Louis. |
| Natick..... | Mass | 8480 | 215 | 5.30 | 3.00 | ..... | Ad. | N. Y. & N. H. via Sprin |
| Natchez..... | Miss | 7058 | 1338 | 44.00 | 36.00 | ..... | Ad. | Penn. R. R. via Wash. |
| Nebraska City.. | Neb. | 5000 | 1431 | 15.00 | 37.75 | 34.50 | U. S. | N. Y. Cent. via Chic. |
| New Albany... | Ind. | 16422 | 885 | 28.00 | 27.30 | 21.50 | Ad | Penn. R. R. via Pitts. |
| Newark..... | N. J. | 136400 | 9 | 30 | 20 | ..... | Ad. | Penn. R. R. |
| Newark..... | Ohio | 10000 | 604 | 20.30 | 18.45 | 15.25 | Ad. | Penn. R. R. via Pitts. |
| New Bedford.. | Mass | 26875 | 207 | 7.00 | 6.00 | ..... | Ad. | N. Y. & N. H. via Mans |
| New Bern..... | N. C. | 7000 | 683 | 30.00 | 17.20 | ..... | Ad. | Penn. R. R. via Wash. |
| New Brighton.. | N. Y. | 8007 | 6 | 45 | 10 | ..... | Loc | Staten Island Ferry |

| Cities & Towns. | State | Pop'n | Distance | Time H M | Fares | | Express | Railways leaving New York City. |
|-----------------|-------|--------|----------|-------------|-----------------|---------------|---------|------------------------------------|
| | | | | | Unl't \$ cts | Lim \$ cts | | |
| New Britain... | Ct. | 14000 | 108 | 4.30 | 2.47 | ..... | Ad. | N.Y. & N.H. via Ber. |
| New Brunswick | N. J. | 17167 | 82 | 2.30 | 94 | ..... | Ad. | Penn. R. R. |
| Newburgh..... | N. Y. | 18050 | 57 | 2.13 | 1.16 | ..... | Nat | N. Y. & West Shore. |
| Newburyport.. | Mass | 13537 | 270 | 8.00 | 7.08 | ..... | Ad. | N.Y. & N.H. via Bost |
| New Castle.... | Pa. | 10292 | 493 | 15.00 | 14.05 | 12.75 | Ad. | Penn.R.R. via Pitts. |
| New Haven.... | Ct. | 62882 | 76 | 2.00 | 1.75 | ..... | Ad. | N.Y. & N.Haven. |
| New London.. | Ct. | 10529 | 123 | 3.30 | 3.25 | ..... | Ad. | " " |
| New Orleans... | La. | 216140 | 1374 | 56.00 | 36.00 | ..... | Ad. | Penn. R. R. |
| Newport..... | R. I. | 15603 | 155 | 9.00 | 2.00 | ..... | Ad. | Fall River Steamer. |
| Newport..... | Ky. | 20433 | ..... | ..... | ..... | ..... | ..... | Opp. Cincinnati. |
| Newton..... | Mass | 16995 | 225 | 7.00 | 5.00 | ..... | Ad. | N. Y. & N.H. via Spr. |
| Newton..... | Kan. | 5000 | 1619 | 54.00 | 44.55 | 37.30 | Ad. | Penn.R.R. via St. Lo |
| Niagara Falls.. | N. Y. | 5048 | 441 | 14.00 | 9.25 | ..... | Am. | N. Y. Central. |
| Norfolk..... | Va. | 21960 | 300 | 25.00 | ..... | 7.00 | Ad. | Old Dominion Strs. |
| " | " | 21960 | 400 | 14.00 | 10.00 | ..... | Ad. | Penn.R.R. via Balt. |
| Norristown.... | Pa. | 13064 | 107 | 3.45 | 2.80 | ..... | Ad. | Penn.R.R. Sch. Div. |
| North Adams.. | Mass | 10192 | 196 | 7.05 | 4.75 | ..... | Nat | N. Y. & N. H. via N. |
| Northampton.. | " | 12172 | 152 | 4.38 | 3.65 | ..... | Ad. | " " " |
| Norwalk..... | Ct. | 13956 | 42 | 1.20 | .95 | ..... | Ad. | N.Y. & New Haven. |
| Norwalk..... | Ohio | 5831 | 660 | 26.00 | 16.50 | ..... | Am. | N. Y. Cent. via Cleve. |
| Norwich..... | Ct. | 21141 | 136 | 4.00 | 3.70 | ..... | Ad. | N.Y. & N.H. via N.L. |
| Norwich..... | N. Y. | 5000 | 248 | 10.00 | 6.20 | ..... | Ad. | D. L. & W. via Brig. |
| Oakland..... | Cal. | 34556 | 3301 | 143.00 | 122.50 | ..... | Ad. | Penn.R.R. via St. Lo. |
| Ogden..... | Ut'h | 6069 | 2425 | 105 00 | 87.50 | ..... | Am. | N. Y. C. via Chic. |
| Ogdensburg.... | N. Y. | 10340 | 375 | 14.00 | 9.60 | ..... | Am. | N.Y. Cent. via Utica. |
| Oil City..... | Pa. | 9644 | 551 | 19.30 | 14.05 | 12.60 | Ad. | N. Y. L. E. & W. via Sal |
| Olneyville..... | R. I. | 5765 | 186 | 5.20 | 5.00 | ..... | Ad. | N. Y. & N. H. R. R. |
| Omaha..... | Neb. | 50518 | 1392 | 49.00 | 38.00 | ..... | Am. | N. Y. C. via Chicago. |
| Orange..... | N. J. | 13206 | 13 | 1.00 | 30 | ..... | U.S. | N. Y. L. E. & W. R. R. |
| Oshkosh..... | Wis. | 15749 | 1077 | 32.00 | 28.00 | ..... | Am. | Penn. R. R. via Chi. |
| Oskaloosa..... | Ia. | 5000 | 1192 | 40.00 | 32.00 | 28.75 | U.S. | Penn.R.R. via Ind. |
| Oswego..... | N. Y. | 21117 | 320 | 13.30 | 7.25 | ..... | Nat | N. Y. C. via Rome. |
| Ottawa..... | Ill. | 10000 | 966 | 30.00 | 25.00 | ..... | Am. | N. Y. Cent. via Chic. |
| Ottumwa..... | Ia. | 9018 | 1236 | 43.00 | 31.70 | 28.45 | Am. | " " " |
| Owego..... | N. Y. | 6037 | 237 | 7.50 | 6.60 | ..... | U.S. | N. Y. L. E. & West |
| Owensboro.... | Ky. | 10000 | 1030 | 40.30 | 28.32 | ..... | Ad. | Penn.R.R. via Cin. |
| Paducah..... | Ky. | 10868 | 1088 | 38.00 | 29.92 | ..... | Ad. | Penn.R.R. via Cin. |
| Parsons..... | Kan | 5000 | 1412 | 47.00 | 40.45 | 34.70 | Ad. | Penn.R.R. via St. Lo. |
| Parkersburg... | W. V | 6510 | 586 | 18.00 | 15.50 | ..... | B.O | Penn. R. R. via Balt. |
| Passaic..... | N. J. | 7000 | 12 | 40 | 35 | ..... | U.S. | N. Y. L. E. & W. R. R. |
| Paterson..... | N. J. | 50887 | 16 | 1.00 | 50 | ..... | U.S. | " " " |
| Pawtucket..... | R. I. | 19030 | 191 | 5.30 | 5.00 | ..... | Ad. | N. Y. & N.H. via Prov |
| Peabody..... | Mass | 9033 | 248 | 8.00 | ..... | 5.85 | Ad. | N. Y. & N.H. via Bost |
| Peekskill..... | N. Y. | 6990 | 42 | 1.22 | 82 | ..... | Am. | N. Y. C. & H. R. R. R. |
| Pekin..... | Ill. | 6500 | 1022 | 33.00 | 24.00 | ..... | Am. | Penn.R. via Ind. |
| Pensacola..... | Fla. | 10500 | 1214 | 46.00 | 34.65 | ..... | Ad. | Penn.R.R. via Wash. |
| Peoria..... | Ill. | 29315 | 1008 | 33.00 | 27.25 | 23.25 | Am. | Penn. R. R. via Pitts. |
| Peru..... | Ind. | 6000 | 807 | 21.00 | 22.00 | 18.45 | U.S. | Penn.R.R. via Pitts. |
| Petersburg.... | Va. | 21656 | 328 | 10.00 | 11.35 | ..... | Ad. | Penn.R.R. via Wash. |
| Philadelphia... | Pa. | 846984 | 90 | 2.00 | 2.50 | ..... | Ad. | Penn.R.R. & N.J.S. |
| Phillipsburgh.. | N. J. | 7169 | 85 | 3.00 | 2.20 | ..... | Ad. | D. L. & W. R. R. |
| Phenixville... | Pa. | 6692 | 117 | 3.30 | 3.35 | ..... | Ad. | Phil. & Read. R. R. |
| Piqua..... | Ohio | 6036 | 710 | 23.00 | 19.50 | 17.00 | Ad. | Penn.R.R. via Pitts. |
| Pittsburg..... | Pa. | 156381 | 444 | 11.30 | 12.50 | ..... | Ad. | Penn. R. R. |
| Pittsfield..... | Mass | 13367 | 166 | 6.05 | 3.40 | ..... | Ad. | N. Y. & N.H. via Hous |
| Pittston..... | Pa. | 10005 | 183 | 6.40 | 5.00 | ..... | Ad. | Phil. & Read. R. R. |

| Cities & Towns. | State | Pop'n | Distance | Time H M | | Fares | | Express | Railways leaving New York City. |
|-----------------|-------|--------|----------|-------------|--|-----------------|---------------|---------|------------------------------------|
| | | | | | | Unl't \$ cts | Lim \$ cts | | |
| Plainfield..... | N.J. | 8005 | 24 | 45 | | 70 | ..... | Ad. | Phil.&Read.R.R. |
| Plattsburg..... | N.Y. | 5600 | 308 | 11.30 | | 9.10 | ..... | Nat | N.Y.Cent.via Rut,Vt |
| Plymouth..... | Mass | 7094 | 276 | 8.30 | | 7.59 | ..... | Ad. | N.Y. & N.H.via Bost |
| Pomeroy..... | Ohio | 5560 | 771 | 27.00 | | 33.00 | ..... | Ad. | Penn.R.R.via Col. O |
| Port Huron.... | Mich | 10000 | 618 | 20.00 | | 15.25 | ..... | U.S. | N.Y.L.E.via Buffalo |
| Port Jervis.... | N.Y. | 8677 | 88 | 3.00 | | 2.70 | ..... | U.S. | N.Y.L.E.& W. |
| Portland..... | Me. | 33810 | 340 | 10.00 | | 8.00 | ..... | Ad. | N.Y. & N.H. via Bos. |
| Portland..... | Ore. | 20500 | 3224 | 140.00 | | 129.00 | ..... | Am. | Penn.R.R.via St.Lo. |
| Portsmouth.... | N.H. | 9732 | 278 | 9.00 | | 7.10 | ..... | Ad. | N.Y. & N.H.via Bos. |
| Portsmouth.... | Ohio | 11314 | 695 | 23.00 | | 21.00 | 17.75 | Ad. | Penn.R.R.via Balt. |
| Portsmouth.... | Va. | 11388 | 400 | 16.00 | | 8.50 | ..... | Ad. | Penn.R.R.via Wash |
| Pottstown..... | Pa. | 7214 | 130 | 3.08 | | 3.70 | ..... | Ad. | Phil. & Read.R.R. |
| Pottsville..... | Pa. | 13253 | 183 | 5.00 | | 4.55 | ..... | Ad. | " " " |
| Poughkeepsie.. | N.Y. | 20207 | 73 | 2.15 | | 1.46 | ..... | Am. | N.Y.C.&H.RRR |
| Providence.... | R.I. | 104850 | 186 | 5.20 | | 5.00 | ..... | Ad. | N.Y. & N.H. |
| Pueblo..... | Col. | 7821 | 1960 | 85.00 | | 53.50 | ..... | Ad. | Penn.R.R.via St.Lo. |
| Princeton..... | N.J. | 3209 | 50 | 2.00 | | 1.51 | ..... | Ad. | Penn.R.R. |
| Putnam..... | Ct. | 5827 | 152 | 5.00 | | 4.05 | ..... | Ad. | N.Y. & N.H.via Hart |
| Quincy..... | Mass | 10529 | 236 | 7.15 |  | ..... | 5.75 | Ad. | N.Y. & N.H.via Bos. |
| Quincy..... | Ill. | 27275 | 1120 | 35.00 | | 30.00 | ..... | Ad. | Penn. R. R. via Pitts |
| Racine..... | Wis. | 16031 | 962 | 28.00 | | 25.70 | 22.45 | Am. | N. Y. Cent.via Chi. |
| Rahway..... | N.J. | 6430 | 20 | 55 | | 45 | ..... | Am. | Penn. R. R. |
| Raleigh..... | N.C. | 12000 | 527 | 18.00 | | 15.20 | ..... | Ad. | Penn.R.R.via Wash. |
| Reading..... | Pa. | 43280 | 128 | 4.30 | | 3.65 | ..... | Ad. | Phil. & Read.R.R. |
| Redwing..... | Min. | 5811 | 1281 | 42.00 | | 36.00 | 32.00 | Ad. | Penn.R.R.via Chic. |
| Richmond..... | Ind. | 12743 | 692 | 11.30 | | 10.50 | ..... | Am. | Penn. R. R. via Pitts |
| Richmond..... | Va. | 63803 | 305 | 12.00 | | 10.35 | ..... | Ad. | Penn.R.R.via Wash. |
| Rochester..... | Min. | 5198 | 1259 | 41.00 | | 35.75 | 32.00 | Ad. | Penn. R. R. via Chic. |
| Rochester..... | N.Y. | 89363 | 371 | 9.30 | | 7.68 | ..... | Am. | N. Y. Central |
| Rockford..... | Ill. | 13136 | 1005 | 30.00 | | 25.90 | 22.65 | Am. | N.Y. Cent.via Chic. |
| Rock Island.... | Ill. | 11660 | 1093 | 34.00 | | 28.40 | 25.15 | Am. | " " " |
| Rockland..... | Me. | 7650 | 425 | 16.00 | | 9.00 | ..... | Am. | N.Y.&N.H.via Bost. |
| Rockville..... | Ct. | 6000 | 118 | 4.15 | | 2.90 | ..... | Ad. | " " Hart |
| Rome..... | N.Y. | 12045 | 252 | 7.40 | | 5.30 | ..... | Ad. | New York Central |
| Rutland..... | Vt. | 12000 | 233 | 9.45 | | 6.25 | ..... | Am. | N.Y.Cent.via Troy |
| St. Augustine.. | Fla. | 3000 | 1126 | 40.00 | | 26.75 | ..... | Nat | Penn.R.R.via Wash |
| Saco..... | Me. | 5757 | 327 | 10.00 |  | ..... | 8.00 | Ad. | N.Y.&N.H.viaBost |
| Sacramento.... | Cal. | 21420 | 3168 | 140.00 | | 122.50 | ..... | Ad. | Penn.R.R.via St.Lo. |
| Saginaw City.. | Mich | 13767 | 724 | 23.00 | | 24.00 | 17.75 | Ad. | N.Y.L.E.&Wvia Buf |
| St. Albans..... | Vt. | 7201 | 335 | 11.00 | | 9.25 | ..... | Am. | N.Y.Cent.via Troy |
| St. Charles.... | Mo. | 7652 | 1088 | 32.00 |  | ..... | 22.00 | Nat | Penn.R.R.via Van L |
| St. Johnsbury.. | Vt. | 5806 | 321 | 10.00 | | 8.30 | ..... | U.S. | N.Y. & N.H.viaSprin |
| St. Joseph..... | Mo. | 32484 | 1324 | 47.00 | | 39.00 | 31.75 | Ad. | Penn.R.R.via Log. |
| St. Louis..... | " | 350522 | 1061 | 29.00 |  | ..... | 19.00 | Am. | Penn. R. R. via Pitts |
| St. Paul..... | Min. | 41498 | 1321 | 44.00 | | 37.25 | ..... | Ad. | Penn.R.R.via Chic. |
| Salem..... | Mass | 27598 | 246 | 8.00 |  | ..... | 6.38 | Am. | N.Y.&N.H.viaBost |
| Salem..... | N.J. | 6649 | 126 | 4.20 | | 3.50 | ..... | Ad. | N.J.S.R.R. |
| Salem..... | Ore. | 5000 | 3288 | 140.00 | | 135.35 | ..... | Ad. | Penn.R.R.viaSt.Lo. |
| Salt Lake City. | Ut'h | 20768 | 2461 | 107.00 | | 87.50 | ..... | Am. | " " " |
| San Antonio.... | Tex. | 35000 | 1951 | 84.00 | | 59.45 | 50.60 | Ad. | " " " |
| Sandusky..... | Ohio | 15838 | 663 | 21.00 | | 18.30 | ..... | Ad. | N.Y. Cent.via Cleve. |
| San Francisco.. | Cal. | 234000 | 3307 | 143.00 | | 122.50 | ..... | U.S. | Penn.R.R.via St. Lo. |
| San Jose..... | " | 12567 | 3357 | 146.00 | | 122.50 | ..... | Ad. | " " " |
| Santa Fe..... | N.M. | 6635 | 2294 | 130.00 | | 68.30 | ..... | .... | " " " |
| SaratogaSpr'gs | N.Y. | 10822 | 180 | 6.00 | | 4.20 | ..... | Nat | N.Y.Cent.via Troy |
| Savannah..... | Ga. | 30681 | 919 | 31.00 | | 24.00 | ..... | Ad. | Penn.R.R. via Wash |

| Cities & Towns. | State | Pop'n | Distance | Time H M | Fares | | Express | Railways leaving New York City. |
|------------------|-------|-------|----------|-------------|-----------------|---------------|---------|------------------------------------|
| | | | | | Unl't \$ cts | Lim \$ cts | | |
| Schenectady... | N. Y. | 13675 | 160 | 5.00 | 3.50 | ..... | Am. | N. Y. C. via Albany. |
| Schuylkill Hav. | Pa. | 5146 | 189 | 6.00 | 5.60 | ..... | Ad. | Phil. & Read. via Read |
| Scranton | Pa. | 45850 | 149 | 5.15 | 4.55 | ..... | Ad. | D. L. & W. R. R. |
| Sedalia | Mo. | 15000 | 1238 | 53.30 | 37.15 | 29.90 | Ad. | Penn. R. R. via St. Lo. |
| Selma | Ala. | 7500 | 1086 | 40.00 | 29.25 | ..... | Ad. | Penn. R. R. via Wash. |
| Seneca Falls... | N. Y. | 5896 | 332 | 10.00 | 6.70 | ..... | Am. | N. Y. C. via Auburn |
| Shamokin | Pa. | 9000 | 138 | 4.50 | 5.25 | ..... | Ad. | Phil. & Read. R. R. |
| Sharon | Pa. | 5711 | 558 | 18.00 | 14.60 | 12.75 | U.S. | N. Y. L. E. & W. via Sal |
| Sheboygan | Wis. | 7326 | 1183 | 42.00 | 31.25 | 24.75 | Am. | N. Y. Cent. via Chic. |
| Shelbyville | Ind. | 5000 | 812 | 30.00 | 28.35 | 23.55 | Ad. | Penn. R. R. via Col. |
| Shenandoah ... | Pa. | 10148 | 163 | 6.00 | 4.62 | ..... | Ad. | Lehigh Valley R. R. |
| Sherman | Tex. | 7066 | 1657 | 66.00 | 46.25 | ..... | Ad. | Penn. R. R. via St. Lo. |
| Shreveport | La. | 11017 | 1454 | 56.00 | 41.05 | ..... | Ad. | " " " |
| Sidney | Ohio | 5000 | 763 | 25.00 | 20.70 | 17.00 | U.S. | N. Y. Cent. via Cleve. |
| Sing Sing | N. Y. | 9000 | 32 | 1.00 | 65 | ..... | Am. | N. Y. C. & H. R. R. R. |
| Sioux City | Ia. | 7381 | 1421 | 54.00 | 41.30 | 34.80 | Am. | N. Y. C. via Chic. |
| Sioux Falls | Dak | 5500 | 1508 | 60.00 | 42.10 | 35.60 | Am. | " " " |
| South Bend | Ind. | 13279 | 865 | 30.00 | 24.25 | 19.50 | Am. | N. Y. C. via Toledo. |
| South Norwalk .. | Ct. | 5300 | 42 | 1.19 | 1.00 | ..... | Ad. | N. Y. & N. Haven. |
| Spencer | Mass | 7466 | 170 | 5.00 | 3.80 | ..... | Ad. | Penn. R. R. via Col. |
| Springfield | Ill. | 19746 | 1012 | 32.00 | 29.60 | ..... | Am. | N. Y. & N. H. via Sprin |
| Springfield | Mass | 33340 | 136 | 3.45 | 3.30 | ..... | Ad. | N. Y. & N. H. R. R. |
| Springfield | Mo. | 6000 | 1290 | 40.00 | 34.10 | ..... | Ad. | Penn. R. R. via St. Lo |
| Springfield | Ohio | 20720 | 682 | 23.30 | 19.85 | 17.00 | U.S. | N. Y. L. E. & W. via Sal |
| Stamford | Ct. | 11298 | 35 | 1.00 | 85 | ..... | Ad. | N. Y. & New Haven. |
| Staunton | Va. | 7767 | 384 | 14.00 | 12.85 | 12.20 | B.O | Penn. R. R. via Balt. |
| Sterling | Ill. | 5841 | 1010 | 30.00 | 29.80 | 23.30 | Am. | Penn. R. R. via Chi. |
| Steubenville ... | Ohio | 12017 | 487 | 17.00 | 14.00 | ..... | Ad. | Penn. R. R. via Pitts. |
| Stillwater, | Minn | 9059 | 1310 | 46.00 | 40.00 | 32.00 | Am. | N. Y. Cent. via Chic |
| Stockton | Cal. | 10387 | 3216 | 140.00 | 122.50 | ..... | Am. | " " " |
| Streator | Ill. | 8000 | 1010 | 30.00 | 29.15 | 22.65 | Am. | " " " |
| Syracuse | N. Y. | 51791 | 290 | 8.00 | 6.00 | ..... | Am. | N. Y. Central. |
| Tallahassee, ... | Fla. | 3500 | 1181 | 51.00 | 32.00 | ..... | Ad. | Penn. R. R. via Wash. |
| Tamaqua | Pa. | 6010 | 201 | 6.30 | 4.05 | ..... | Ad. | L. V. R. R. via Potts. |
| Tarrytown, | N. Y. | 6300 | 25 | 1.00 | 50 | ..... | Am. | N. Y. C. & H. R. R. R. |
| Taunton | Mass | 21213 | 207 | 6.00 | 5.50 | ..... | Ad. | N. Y. & N. H. via Mans |
| Terra Haute ... | Ind. | 26040 | 894 | 30.00 | 23.85 | ..... | Ad. | Penn. R. R. via Col. |
| Texarkana | Ark | 5000 | 1555 | 63.00 | 46.20 | 37.35 | Ad. | Penn. R. R. via St. Lo |
| Thompson | Ct | 5055 | 148 | 51.10 | 4.25 | ..... | Ad. | N. Y. & N. H. via Hart |
| Tiffin | Ohio | 7875 | 488 | 16.00 | 19.05 | 15.70 | Ad. | Penn. R. R. via Pitts. |
| Titusville | Pa. | 10000 | 502 | 18.00 | 13.50 | 11.95 | Am. | N. Y. L. E. & West |
| Toledo | Ohio | 50143 | 706 | 25.30 | 21.00 | 17.50 | Ad. | Penn. R. R. via Pitts. |
| Topeka | Kan. | 15451 | 1402 | 56.00 | 40.50 | 33.25 | Ad. | Penn. R. R. via St. Lo |
| Trenton | N. J. | 30000 | 57 | 1.30 | 1.75 | ..... | Ad. | Penn. R. R. |
| Troy | N. Y. | 56747 | 148 | 4.40 | 3.25 | ..... | Am. | N. Y. C. & Hudson Riv |
| Tucson | Ariz. | 6994 | 2728 | 124.00 | 84.75 | ..... | Ad. | Penn. R. R. via N. O. |
| Union, | N. J. | 5849 | 110 | 4.00 | 3.00 | ..... | .... | West Jersey R. R. |
| Urbana | Ohio | 6257 | 679 | 22.00 | 19.90 | 17.00 | Ad. | Penn. R. R. via Col. |
| Utica | N. Y. | 38913 | 238 | 7.10 | 5.00 | ..... | Am. | N. Y. C. & H. R. R. |
| Valparaiso, ... | Ind. | 5500 | 868 | 28.00 | 25.25 | 20.00 | Ad. | Penn. R. R. via Pitts |
| Vicksburg | Miss | 11814 | 1268 | 52.00 | 36.00 | ..... | Ad. | Penn. R. R. via Wash. |
| Vincennes | Ind. | 7683 | 938 | 31.00 | 27.30 | 22.50 | Ad. | Penn. R. via Ind. |
| Virginia City .. | Nev. | 13705 | 3019 | 137.00 | 132.00 | 125.00 | U.S. | Penn. R. R. via St. Lo |
| Waco | Tex | 7317 | 1886 | 85.00 | 53.95 | 45.10 | Ad. | " " " |
| Wakefield | Mass | 5785 | 245 | 8.00 | ..... | 5.75 | Ad. | N. Y. & N. H. via Bost |
| Walla Walla ... | W. T. | 5500 | 3132 | 142.00 | 120.00 | ..... | Am. | Penn. R. R. via St. Lo. |

| Cities & Towns. | State | Pop'n | Distance | Time H M | Fares | | Express | Railways leaving New York City. |
|-----------------|-------|--------|----------|-------------|-----------------|---------------|---------|------------------------------------|
| | | | | | Unl't \$ cts | Lim \$ cts | | |
| Warren..... | Ohio | 5000 | 575 | 23.00 | 14.95 | 12.75 | U.S. | N.Y.L.E.& W. |
| Warren..... | Pa. | 5000 | 515 | 20.00 | 12.50 | 10.85 | Ad. | " " " |
| Washington... | D. C. | 147307 | 228 | 6.05 | ..... | 6.50 | Ad. | Penn.R.R.via Balt. |
| Washington... | Pa. | 5000 | 497 | 16.00 | 13.50 | ..... | Ad. | Penn. R. R. via Pitts |
| Waterbury.... | Ct. | 30000 | 88 | 3.00 | 2.30 | ..... | Ad. | N.Y.& N.H.viaBrid. |
| Waterloo..... | Ia. | 5631 | 1183 | 38.00 | 34.85 | 28.35 | Am. | N. Y. Cent.via Chi. |
| Watertown.... | Wis. | 9524 | 1042 | 31.00 | 26.00 | ..... | Am. | " " " |
| Watertown.... | N.Y. | 10697 | 329 | 11.35 | 7.50 | ..... | Am. | N.Y.Cent.via Rome |
| Watertown.... | Wis. | 7868 | 1091 | 31.00 | 31.10 | 24.60 | Am. | N.Y. Cent.via Chic. |
| Westchester... | Pa. | 7000 | 117 | 3.30 | 3.00 | ..... | Ad. | Penn. R. R. via Phil |
| Westfield..... | Mass | 7641 | 134 | 5.00 | 3.65 | ..... | Ad. | N.Y.& N.H. |
| Weymouth.... | Mass | 10571 | 245 | 8.00 | 6.00 | ..... | Ad. | N.Y.& N.H.via Bos. |
| Wheeling..... | W.V | 31266 | 510 | 17.27 | 14.50 | 14.00 | Ad. | Penn. R. R. via Pitts |
| Wichita..... | Kan. | 6254 | 1520 | 60.00 | 40.35 | ..... | Ad. | Penn.R.R.via St.Lo. |
| Wickford..... | R.I. | 5000 | 167 | 5.30 | 4.50 | ..... | Am. | N.Y.& N.H. via N.L. |
| Wilkesbarre... | Pa. | 23339 | 182 | 6.20 | 5.00 | ..... | Ad. | Lehigh Valley R.R. |
| Williamsport.. | Pa. | 18934 | 288 | 9.50 | 8.30 | 7.00 | Ad. | Penn.R.R.via Harr. |
| Willimantic.... | Ct. | 5181 | 141 | 4.00 | 3.44 | ..... | Ad. | N.Y.& N.H.via Hart |
| Wilmington.... | N.C. | 17361 | 592 | 23.00 | 18.00 | ..... | Ad. | Penn.R.R.via Wash |
| Wilmington.... | Del. | 42499 | 117 | 3.15 | 3.25 | ..... | Ad. | Penn.R.R.via Phil. |
| Winchester.... | Va. | 5000 | 315 | 12.00 | 9.20 | ..... | B. O | Penn.R.R.via Balt. |
| Winona..... | Min. | 10208 | 1197 | 40.00 | 40.00 | ..... | Am. | N.Y.Cent.via Chic. |
| Winsted..... | Ct. | 5000 | 117 | 4.30 | 3.00 | ..... | Ad. | N.Y.& N.H.via Brid. |
| Woburn..... | Mass | 10938 | 242 | 7.30 | ..... | 6.00 | Ad. | N.Y.& N.H.via Bos. |
| Woonsocket... | R. I. | 16053 | 193 | 6.30 | 5.30 | ..... | Ad. | " " Hart |
| Wooster..... | Ohio | 5933 | 579 | 18.00 | 16.55 | 14.05 | Ad. | Penn.R.R.via Pitts. |
| Worcester.... | Mass | 70295 | 190 | 5.17 | 4.54 | ..... | Ad. | N.Y.& N.H.viaSprin |
| Wyandotte.... | Mich | 6149 | 650 | 23.00 | 18.50 | ..... | Am. | N.Y. Cent.via Detrol. |
| Xenia..... | Ohio | 7026 | 692 | 23.00 | 20.10 | 17.00 | Ad. | Penn.R.R.via Col.O. |
| Yankton..... | Dak. | 5000 | 1482 | 59.00 | 42.10 | 36.40 | U.S. | N.Y. Cent.via Chic. |
| Yonkers..... | N.Y. | 18892 | 14 | 30 | 30 | ..... | Am. | N.Y.C.& H.R.R.R |
| York..... | Pa. | 13940 | 245 | 8.00 | ..... | 6.42 | Ad. | Penn.R.R. via Balt |
| Youngstown... | Ohio | 15431 | 595 | 20.00 | 14.55 | 12.75 | Ad. | Penn.R.R.via Pitts. |
| Ypsilanti..... | Mich | 5302 | 709 | 23.00 | 21.25 | 16.75 | Am. | N.Y.Cent.via Detr. |
| Zanesville..... | Ohio | 18120 | 616 | 20.00 | 17.00 | 15.00 | Ad. | Penn.R.R.via Pitts. |

DISTANCES BY WATER FROM NEW YORK TO

| | Miles. | | Miles. | | Miles. |
|--------------------|--------|------------------|--------|---------------------|--------|
| Amsterdam..... | 3,510 | Dublin | 3,225 | Pernambuco | 4,760 |
| Barbadoes..... | 1,900 | Gibraltar | 3,300 | Philadelphia..... | 240 |
| Batavia..... | 13,066 | Halifax..... | 613 | Quebec..... | 1,400 |
| Bermudas..... | 660 | Hamburg | 3,775 | Rio Janeiro..... | 2,840 |
| Bombay | 11,574 | Havana..... | 1,420 | Sandwich Islands.. | 15,300 |
| Bordeaux..... | 3,310 | Havre..... | 3,210 | San Francisco..... | 15,858 |
| Boston..... | 310 | Kingston..... | 1,640 | St. Petersburg..... | 4,420 |
| Botany Bay..... | 13,274 | Lima..... | 11,310 | Singapore..... | 12,710 |
| Buenos Ayres..... | 7,110 | Lisbon..... | 3,175 | Smyrna..... | 5,000 |
| Calcutta | 12,425 | Liverpool..... | 3,210 | Stockholm..... | 4,050 |
| Canton..... | 13,900 | London..... | 3,375 | Tahiti..... | 12,225 |
| Cape Horn..... | 8,115 | Madras | 11,850 | Trieste | 5,130 |
| Cape of Good Hope | 6,830 | Melbourne..... | 12,844 | Valparaiso..... | 9,750 |
| Chagres..... | 2,308 | Monrovia..... | 3,825 | Vera Cruz..... | 2,250 |
| Charleston..... | 750 | Naples..... | 4,330 | Washington | 400 |
| Columbia River.... | 15,965 | New Orleans..... | 2,045 | Round the Globe.. | 25,000 |
| Constantinople.... | 5,140 | Panama..... | 2,358 | | |
| Copenhagen | 3,640 | Pekin..... | 15,325 | | |

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